



Vol. XLIII. No. 7420.

AGENTS FOR THE CHINA MAIL.

LONDON :- F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Combill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEAGON & Co., 150 & 154, will be CLOSED for the Transaction of Public Business on MONDAY, the 30th Leadenhall Strest. W. M. WILLS, 151, Instant, (WHIT MONDAY).

Cannon Street, E.C. PARIS AND EUROPE :-- AMEDEI PRINCE & Co. 36. Rue Lafayette, Paris. NEW YORK:-ANDREW WIND, 21, Park

SAN FRANCISCO and American Ports generally :- Bean & Black, San Fran- | For the 'Chartered Bank of India, Aus-AUSTRALIA, TASMANIA, AND NEW

ZEALAND: GORDON & GOTOH, Mel-For the 'Hongkong and Shanghai Bankbourne and Sudney. CEYLON :- W. M. SMITH & Co., THE APOTHECARIES Co., Colombo. SINGAPORE, STRAITS, &c. :- SAYLE & Co., Square, Singapore. C. HEINSZEN For the 'Comptoir d'Escompte de Paris,'

& Co. Manila. CHINA:-Macao, F. A. DE CRUZ. Swatow, Quelch & Co. Amoy, N. Moalle For the New Oriental Bank Corporation, Poschow, HEDOE & Co. Shanghai, LANE, CRAWFORD & Co., and KULLY & WALSH. Yokohama, LANE, CRAW-FORD & Co., and KELLY & Co.

NOTICE. DULES OF THE HONGKONG

SAVINGS' BANK. immediate Payment to the Undersigned. and those having CLAIMS against the same 1.—The business of the above Bank will must present them for Payment, properly be conducted by the Hongkong and vouched, not later than SATURDAY, the Shanghai Banking Corporation, on their premises in Hongkong. Business hours 4th June next, after which date no Claims on week-days, 10 to 3: Saturdays, 10 will be Recognised.

2.-Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3. —Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest. 4.—Interest at the rate of 31 per cent. per annum will be allowed to depositors on

their daily balances. 5.-Each Depositor will be supplied gratis with a Pass-Book which must be presonted with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6. - Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7. -Withdrawals may be made on demand. but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary. For the

Hongrong & Shanghai Banking CORPORATION, JOHN WALTER, Acting Chief Manager.

Hongkong, June 7, 1885. HONGKONG & SHANGHAI BANKING CORPORATION.

as compared with the ordinary Fire Brick PAID-UP CAPITAL,.....\$7,500,000 used in the Colony, but this I may say is RESERVE FUND,.....\$4,500,000 characteristic of the best English Fire RESERVE LIABILITY OF PRO- \$7,500,000 Brick.
PRIETORS. Aft tation in saying that this Brick is admirably suited to resist any degree of heat that it

COURT OF DIRECTORS. Chairman-M. GROTE, Esq. Deputy Chairman-C. D. Bottomley, Esq.

Hon. J. BELL IRVING. | E. H. M. HUNTING-TON, Esq. W. H. F. DARBY, Esq. H. L. DALEYMPLE, Hon. A. P. McEWEN. J. S. Moses, Esq. Hon. F. D. Sassoon. H. Hoppius, Esq.

OHIEF MANAGER. Hongkong,.....THOMAS JACKSON, Esq. Acting Chief Manager-John Walter, Esq. MANAGER. Shanghai,......Ewen Camenon, Esq. LONDON BANKERS .- London and County

HONGKONG. INTEREST ALLOWED. N Current Deposit Account at the rate

of 2 per cent. per annum on the daily On Fixed Deposits:-For 3 months, 3 per cent. per annum.

4 per cent. " 5 per cent. "

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities. and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. JOHN WALTER.

Acting Chief Manager. Hongkong, May 27, 1887.

Intimations.

THE SHARK FISHERY COMPANY LIMITED.

HEAD OFFICE, No. 14, Praya Central, will receive prompt attention. PPLICATIONS for SHARES will b In the Event of Complaints being found Received by the SECRETARY unti necessary, Communication with the Undersigned is requested, when immediate steps further Notice. JOHN WILLMOTT, will be taken to rectify the cause of dis-

Secretary. Hongkong, May 23, 1887.

PUNJOM AND SUNGHIE DUA BAMANTAN MINING COM-

PANY, LIMITED. ATOTICE is hereby given to the SHARE-. HOLDERS of the above Company NTAUTICAL, SCIENTIFIC AND that in pursuance of Article 11 of the Com- | N ETEOROLOGICAL

pany's Articles of Association a FINAL CALL of S5 per Share will be made on the 3rd day of June, 1887, Payable at the RITCHIE'S LIQUID AND OTHER COMPASSES. Hongkong and Shanghat Banking Con-ADMIRALTY & IMRAY CHARTS, PORATION. And further that INTEREST at the Rate English SILVER & ELECTRO-PLATED WARE.

of 10 PER CENT, per Annum will be Charged on ALL CALLS which shall remain UNPAID after the 3rd day of June. 1887. The Transfer BOOKS of the Company will be CLOSED from the 27th May to the 3rd June, 1887, both days inclusive. A. O'D GOURDIN

Secretary. Hongkong, April 16, 1887.

號八十月五年七十八百八千一英

Intimations.

BANK HOLIDAY.

TN accordance with Ordinance No. 6 of

For the 'Chartered Mercantile Bank of

JOHN THURBURN.

T. H. WHITEHEAD,

JOHN WALTER,

E. W. RUTTER,

Deceased, formerly CHIEF ENGINEER

BUTTERFIELD & SWIRE.

. Agents for the Executrix.

D. K. GRIFFITH & Co.,

THE LONDON AERATED WATERS

MANUFACTURERS,

1, DUDDELL STREET,

CONTINUE TO SUPPLY

Their popular AERATED DRINKS, viz.:

LEMONADE,

SPECIAL RATES TO LARGE

CONSUMERS.

HONGKONG BRICK AND CEMENT

COMPANY, LIMITED.

OFFICE, No. 5, QUEEN'S ROAD.

THIRE BRICKS OF SUPERIOR

QUALITY FOR SALE.

PRICE, \$30 PER 1,000.

ceived from F. W. CROSS, Esq., Manager,

HONGKONG AND CHINA GAS COMPANY,

'I have herewith much pleasure in testi-

'In appearance the Brick is light and soft

After a very severe test I have no hesi-

may be likely to undergo and for all pur-

'I am now about to build them into one

of my Furnaces and have no doubt of their

being able to stand as well as the English

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist.

TERLY ASSISTANT TO DR. ROGERS.)

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

NOTIOE.

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED.

respectfully informed that, if upon

their arrival in this Harbour, NONE of

the Company's FOREMEN should be at

hand, Orders for REPAIRS if sout to the

Hongkong, August 25, 1885. 1458

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers,

Jewellers, Gold & Silversmiths.

INSTRUMENTS.

VOIGTLANDER'S CELEBRATED.

BINOCULARS AND TELESCOPES.

NAUTICAL BOOKS.

Christofle & Co.'s ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY,

in great variety.

DIAMONDS

- AND -

DIAMOND JEWELLERY.

A Splendid Collection of the Latest London

Parrana, at very moderate prices. 742

D. GILLIES,

Secretary.

CHIPMASTERS and ENGINEERS are

Hongkong, January 12, 1885.

2. DUDDELL STREET,

(Next to the New Oriental Bank.)

FORMERLY ARTICLED APPRENTICE AND LAT-

T the urgent request of his European

poses that Fire Bricks are used for.

Fire Bricks I have been using.

Hongkong, May 23, 1887.

cupied by Dr. Rogers

Sole Address

satisfaction.

fying to the quality of the FIRE BRICKS as

made by you at your new works.

The following Testimonial has been re-

GINGERADE.

RASPBERRYADE.

&c., &c., &c.

Estate of HARRISON TATE BEWLEY.

A LL PERSONS INDEBTED to the

A above Estate are requested to make

Manager, Hongkong.

Manager, Hongkong.

Acting Chief Manager.

Manager, Hongkong.

Acting Agent.

1007

J. ARRANGER,

India, London and China.

tralia and China,

ing Corporation,

Hongkong, May 26, 1887.

of Steamer 'Taiwan.'

Hongkong, May 25, 1887.

SODA WATER,

TONIC WATER.

Hongkong, May 6, 1887.

LIMITED :-

SELTZER WATER.

- SARSAPARILLA

Limited.

1875, the Undermentioned BANKS

HONGKONG, SATURDAY, MAY 28, 1887.

Established February.

Business Notices:

summer!

ARE NOW SHOWING NEW GOODS IN THEIR

GENTLEMEN'S OUTFITTING DEPARTMENT, including MANY NOVELTIES in :-

TINDERSHIRTS and DRAWERS. Fancy and Plain SUMMER HALF-HOSE. New LAWN TENNIS JERSEYS. SILK and WOOL and SILK TENNIS SHIRTS. Fancy CAMBRIC SCARVES and TIES. The Newest SUMMER CRAVATS. BATHING COSTUMES and DRESSES. LADIES' Faucy BATH WRAPS.

BATH TOWELS and SPONGES. UMBRELLAS and RAIN COATS. LADIES' WATERPROOF CLOAKS. LANE, CRAWFORD & Co.'s Special Extra Thin CAMBRIC SHIRTS. LANE. CRAWFORD & Co.'s 'TROPICAL' FELT HATS.

TERAL SOFT FELT, and TENNIS HATS. SUN HATS and STRAW HATS. A full Assortment of SUMMER BOOTS, TENNIS SHOES, and TENNIS BATS. LANE, CRAWFORD & Co.

Hongkong, May, 1887.

VICTORIA EXCHANGE, May 21, 1887.

J. COOK, Proprietor. FITHE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES, WALK FROM

THE PRINCIPAL LANDING PLACES. ACCOMMODATION FOR VISITORS. CHARGES MODERATE TIFFIN at 1 o'Clock. DINNER at 7.30.

VENTILATED BILLIARD ROOM. WELL TIFFIN 50 CENTS. DINNER 75 CENTS. WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY. Hongkong, April 1, 1887.

POWELL & Co.

Large ASSORTMENT OF NEW SUMMER DRESS MATERIALS, consisting of NEEDLEWORK COSTUMES. Fancy CANVAS CLOTHS. SPECIALITIES in OREPE STRIPES.

STRIPE and CHECK ZEPHYS to MATCH. LLAMA CAMBRICS, &c., &c. Also, a New Assortment of PARASOLS, SILK GLOVES, CORSETS, LACE MANTILLAS, Fancy ANTIMACASSARS, GENTLEMEN'S SUMMER SOCKS, VESTS and DRAWERS, TABLE LINENS, FURNITURE PLUSHES, &c.

(TELEPHONE 21). ROBERT LANG &

Tailors, Hatters, Shirtmakers & General Outfitters, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

EX LATE ARRIVALS.

OUR SPRING STOCK OF

ENTLEMEN'S SHIRTS and COLLARS, UNDERVESTS.

> PANTS and HALF-HOSE, BOOTS and SHOES,

CHRISTY'S FELT, TERAI and STRAW HATS, UMBRELLAS,

HANDKERCHIEFS, &c.

Hongkong, April 6, 1887.

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Horacs in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious,

large DINING HALL. The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD A and American patients and friends, has TAKEN THE OFFICE formerly ocand SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE,

Proprietors. Hongkong, September 16, 1885.

Intimations.

GOVERNMENT NOTIFICATION CITEAMER 'Menzaleh' SUNK about miles N.E. from North Saddle Light. The Masts are standing.

H. G. THOMSETT, Harbour Master, doc. Hongkong, May 23, 1887.

NOTICE. MHE Undersigned are Sole Agents for

Hongkong and Manila for the Sale of THE MONTSERRAT LIME JUICE, THE MONTSERRAT LIME JUICE

CORDIALS. A. S. WATSON & Co., LD. Hongkong, May 3, 1887.

TO BE LET.

(With Early Possession.) BISNEE VILLA'-PORFULUM.

SHARP & Co... Estate Agents. Hongkong, April 9, 1887. OFFICES-TO BE LET.

AT No. 38, QUEEN'S ROAD CENTRAL; TOOMS in 'COLLEGE CHAMBERS.' A WILL COMPRADORE'S ROOMS. and Entrance in STANLEY STREET.

HONGKONG DISPENSARY. Hongkong, March 14, 1887.

To Let. TO LET.

(With Early Possession.)

THE DESIRABLE RESIDENCE GREENMOUNT. Situated on the BONHAM ROAD.

Apply to GILMAN & Co. Hongkong, March 17, 1887.

TO LET. With Possession from 1st July, 1887.

TIHE OFFICES at present in the occupation of the CHINESE INSURANCE Co., LTD., with COMPRADORE'S ROOM and SERVANTS' QUARTERS. Apply to

ADAMSON, BELL & Co. Hongkong, May 19, 1887.

TO BE LET. VERY COMFORTABLE HOUSE, FURN-A ISHED OF UNFURNISHED, Command. ing extensive Sea View, and very Cool in

Apply at THE HONGKONG DISPENSARY. Hongkong, May 17, 1887.

TO LET. No. 16, HOLLYWOOD ROAD.

No. 4, SEYMOUR TERRACE. Apply to DAVID SASSOON, SONS & Co.

Hongkoug, May 25, 1887.

Auctions.

PUBLIC AUCTION. THE Undersigned has received instructions from Walter Poare, Esq., to Sell by Public Auction, on

MONDAY.

the 30th May, 1887, at 2 p.m. at his Residence, No. 5, Upper Mosque Torrace,-THE WHOLE OF HIS

HOUSEHOLD FURNITURE, & comprising:-DRAWING-ROOM, DINING-ROOM and BED-ROOMS FURNITURE; MIRRORS, PICTURES, CROCKERY, GLASS and PLATED WARE. ONE HARMONIUM.

Catalogues will be issued. TERMS OF SALE.—As customary. J. M. ARMSTRONG. Auctioneer.

Hongkong, May 25, 1887.

GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of CROWN LAND by Public Auction, to be held on the Spot, on MONDAY, the 6th day of June, 1887, at 4 p.m., at Peak Road near the Albany, and at 5 p.m., at Richmond Road, are published for general information.

By Command, FREDERICK STEWART, Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE. Hongkong, 14th May, 1887.

Particulars of the Letting by Public Auction Sale, to be held on Monday, the 6th day of June, 1887, at 4 p.m., by Order of His Excellency the Officer Administering the Government, of 3 Lots of Crown Land, in the Colony of Hongkong, for a term of 999 years.

Particulars of the Lots.

										
_	No. of Sale	Registry	Locality.	ŀ	1eas	dan nire nts.	ry	Contents in Equare fee	Annus Rent.	Upse Price
; ,	Balle			х.	5.	足.	w.	nts feet.	. F	- 67
		Y-1	Deals Da	ft.	ft.	ft.	ft.	-	8	8
3 .	1	Lot	Peak Rd. near the Albany	75 _.	200	500	61 0	91,875	434	8500
-	2	No. 933	Richmond Road	127	232	144	237	35,000	156	3260
	3	,, 932	Do.	280	230	200	200	49,750	224	2925
	1 ' 1		1	i .	,	4	ι	١.		•

For Sale. FOR SALE.

TULES MUMM & Co.'s CHAMPAGNE, Quarts.....\$20 per Case of 1 doz. Pints...... \$21 0 0 2 n Dubos Frères & de Gernon & Co.'s

BORDEAUX CLARETS AND WHITE WINES Baxtor's Celebrated Barley Bree' WHISKY,-\$7f per Case of 1 doz.

GIBB, LIVINGSTON & Co. Hongkong, July 18, 1884.

Notice of Firm. THE SHANGHAI MARINE

ENGINEERS' MUTUAL INSURANCE SOCIETY, LIMITED.

INHE Undersigned has been appointed SUB-AGENT at this Port for th above Society.

By Order of the Directors, JOHN W. KINGHORN 17. Praya Central.

Hongkong, April 16, 1887.

Notices to Consignees.

UNION LINE.

NOTICE TO CONSIGNEES. FROM LONDON, PENANG AND SINGAPORE.

TIME Steamship Oxfordshire, Captain C. · P. Jones, having arrived from the above Forts, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods

from alongside. Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th Instant, or they will not be recognised. RUSSELL & Co.,

Agents. Hongkong, May 20, 1887. STEAMSHIP OCEANIEN.

COMPAGNIE DES MESSAGERIES MARITIMES.

and Valuables-are being landed and

stored at their risk at the Company's Go-

NOTICE TO CONSIGNEES. MONSIGNEES of Cargo from London.

and Havre, ex Steamship Gange, in connection with the above Steamer. are hereby informed that their Goodswith the exception of Opium, Treasure

> downs, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon To-DAY (Wednesday), the 25th May, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WED-Mespay, the lat June, 1887, at Noon, will be subject to rent, and landing charges at one cent per packet per diem. Ail Claims must be sent in to me on or before SATURDAY, the 4th June, 1887, or they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent, Hongkong, May 25, 1887.

日六初月四閏年亥丁

GLEN LINE OF STEAM PACKETS. FROM ANTWERP, LONDON, PENANG

Notices to Consignees.

AND SINGAPORE THE S.S. Glengyle having arrived from the above Ports, Consigness of Cargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the

Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY, the 27th Instant. Cargo remaining undelivered after the

3rd June will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,

Agents.Hongkong, May 27, 1887.

UNION LINE.

NOTICE TO CONSIGNEES. FROM LONDON, PENANG AND

SINGAPORE. I THE Steamship Lord of the Isles. Cant. FELCATE, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods

from alongside. Cargo impoding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected. All Claims against the Steamer must be Davlight. presented to the Undersigned on or before the 2nd June, or they will not be re-

RUSSELL & Co., Agents. Hongkong, May 25, 1887.

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND

SINGAPORE. THE Steamship Japan having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Hongkong and Kowloon Wharf and GODOWN COMPANY'S West Point Godowns, whence delivery may be obtained Cargo remaining undelivered after 31st Instant will be subject to rent. No Fire

Insurance has been effected. Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 28th Instant. Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co.,

Agents.

Hongkong, May 25, 1887.

NOTICE TO CONSIGNEES. STEAMSHIP DENBIGHSHIRE,

SHIRE LINE OF STEAMERS.

FROM HAMBURG, ANTWERP, LON

DON, PENANG AND SINGAPORE. MONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Kowloon Whar & Godown Co. at Kowloon, whence and/or

from the Wharves delivery may be obtained. Optional Cargo will be forwarded, unless notice to the contrary be given before Noon To-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 31st Instant will be

subject to rent at the rate of one cent per package per day. All Claims against the Steamer must be presented to the Undersigned on or before the 31st Instant, or they will not be re-

are to be left in the Godowns, where they will be examined on TUBSDAY, the Sist May, at 4 p.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by

All broken, chafed, and damaged Goods

ADAMSON, BELL & Co., Hongkong, May 24, 1887.

Insurances.

LANCASHIRÈ INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL. Two MILLIONS STEELING. THE Undersigned are prepared to grant Policins against the Risk of FIRE on

Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be recoived, and transmitted to the Directors for their decision. If required, protection will be granted on

first class Lives up to £1000 on a Single For Bates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co.. Agents, Hongkong & Canton.

Hongkong, January 4, 1867. THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTEP OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances As follows :-Marine Department. Policies at current rates, payable either here, in London, or at the principal Ports

of India, China and Australia. Fire Department. Policies issued for long or short periods at

Policies issued for sums not exceeding £5,000 at reduced rates. HOLLIDAY, WISE & Co. Hongkong, July 25, 1872

Life Department.

PRICE, \$2 PER MONTH.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY & FOOCHOW.

Namoa. Captain Pocock, will be despatched for the above Ports on MONDAY, the 30th Instant, at

The Co.'s Steamship

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.,. General Managers.

Hongkong, May 27, 1887. FOR NEW YORK VIA SUEZ CANAL.

The Steamship Lennox. J.THEARLE, Commander, will be despatched for the above Ports on or about the 30th Instant. For Freight or Passage, apply to

ADAMSON, BELL & Co., Hongkong, May 3, 1887.

CHINA NAVIGATION COMPANY. LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE. The Co.'s Steamship Whampoa, Fawcerr, Commander, will be despatched as above on WEDNESDAY, the 1st June, at

senger Accommodation situated amidships on the upper Deck. For Freight or Passage, apply to

This Steamer has unusually Good Pas-

BUTTERFIELD & SWIRE, Hongkong, May 26, 1887.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-OHWANG, TIENTSIN, HANKOW and

Ports on the YANGTSZE. The Co.'s Steamship Priam,
Captain Butler, will be despatched as above on THURSDAY, the 2nd June. For Freight or Passage, apply to

BUTTERFIELD & SWIRE. Agents. Hongkong, May 26, 1887. OCEAN STEAMSHIP COMPANY;

FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship Telemáchus. Captain JONES, will be despatched as above on

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

THURSDAY, the 2nd June.

Hongkong, May 23, 1887. FOR SHANGHAI, YOKOHAMA AND KOBE. The Steamship W. S. DUNGAN, Com-

mander, will be despatched for the above Ports on the 2nd Proximo. For Freight or Passage, apply to ADAMSON, BELL & Co.,

Hongkong, May 26, 1887. STEAM TO SHANGHAL The P. & O. S. N. Co.'s

E. L. WOODIN. Acting Superintendent. . & O. S. N. Co.'s Office, Hongkong, May 21, 1887.

STEAM TO NAGASAKI, KOBE AND

place about 36 hours after her arrival with

the next English Mail.

YOKOBAMA. (Passing through the INLAND SEA.) Taking Cargo on through B/L to WLADIVOSTOCK and CHEMULPO. The P. & O. S. N. Co.'s

Steamship will leave for the above places on SATURDAY, the 4th June, at E. L. WOODIN. Acting Superintendent.

Hongkong, May 21, 1887. FOR SINGAPORE, HAVRE AND HAM-BURG, VIA SUEZ CANAL. (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTER... DAM, LONDON, LIVERPOOL

& O. S. N. Co.'s Office.

and BREMEN.) The Steamship Captain E. G. Prays, will be despatched for the above Ports on MONDAY, the 6th June,

For Freight or Passage, apply to SIEMSSEN & Co... Agents.

NOTICE TO SHIPPERS. STEAM TO HAMBURG.

The German Steamship Australia and/or S.S. Ehrenfels will leave SINGAPORK for the above Port

Agents:

Hongkong, May 23, 1867.

at 11 a.m. Hongkong, May 26, 1887.

about the 20th day of June A.C. For Freight, apply to

MELCHERS & Co.,

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

HE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co. Hongkoug, January 1, 1882.

NOTICE.

QUEEN FIRE INSURANCE COM-PANY.

/IIHE Undersigned are prepared to accept Risks on First Class Godowns at & per cent, net premium per annum, NORTON & Co., Agents.

Hongkong, May 19, 1881.

LUBECK FIRE INSURANCE COMPANY. INHE Undersigned having been appointed

GENERAL AGENTS for the above Company are prepared to accept RISKS against FIRE at Current Rates.

SCHEELE & Co. Hongkong, May 20, 1887.

Not Responsible for Debts.

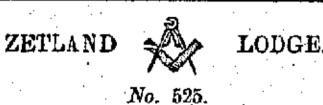
Neither the Captain, the Agents, nor Owners will be Responsible for SIEMSSEN & Co. any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour :-ARNOUDA, British barque, Jas. H. Green.
—Messageries Maritimes.

BENGLOE. British steamer, Captain Robt. Farquhar. -Gibb, Livingston & Co. ELWELL, American ship, Captain J. A.

Baraton.—Order. Mount Lebanon, Amer. bque., Capt. C. H. Nelson.—Arnhold, Karberg & Co. Sonntag, American barque, Haswell.-

Russell & Co. Wachusett, American ship, Capt. C. C. Oakland.—Order.

To-day's Advertisements.



Regular MEETING of the above LODGE will be held in Freemasons' HALL, Zetland Street, on FRIDAY NEXT, the 3rd June, at 8.30 for 9 precisely. VISITING BEETHREN are cordially | Partridge, for Yokohama.

Hongkong, May 28, 1887. NOTICE.

Propose, if sufficient Inducement offers, to RUN a STEAM FERRY from Pottinger Street Wharf (Victoria Hotel) to some WHARF on Stonecutter's Island. during the Hot Season. This will enable those who have not the luxury of a Private Launch to cross to the Island, and BATHE

in CLEAN WATER for a very nominal amount. The more Subscribers the less each will have to pay. At present, I propose landing at the Government Wharf at Stonecutter's Island. Bathers can please themselves as

to how and where they bathe. The Launch will leave Hongkong at 5.16 p.m. sharp and leave Stonecutter's 6.45 As the run across and back takes 50 minutes, Bathers will have at least an bour on the island and yet be able to return in good time for dinner at 7.30. I shall run S Nights a Week, certain, TUESDAYS, THURSDAYS, and SATURDAYS; if it is found necessary to run Nightly I will do so. On SATURDAYS, I could leave say at 4.30 and return at 6.30 to 7. Those wishing to SUPPORT this will-

greatly oblige by forwarding their Names E. MAURITIO,

c/o. A. DA URUZ. Special arrangements for families.

Hongkong, May 28, 1887. NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANÇAIS.

The Co.'s Steamship

Commandant BLANC. KOBE and YOKOHAMA shortly after the arrival of the Mail Steamer from Europe. G. DE CHAMPEAUX,

Hongkong, May 28, 1887. NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship Iracuaddy, Commandant LARTIGUE will be despatched for SHANGHAI shortly after her arrival from

Europe. G. DE CHAMPEAUX,

Hongkong, May 28, 1887.

To-day's Advertisements.

UNION LINE. FOR YOKOHAMA (DIRECT.) The Steamship despatched for the above Port on WEDNESDAY, the let June, at

14 | 3 p.m. For Freight or Passage, apply to RUSSELL & Co..

Hongkong, May 28, 1887.

STEAM TO SINGAPORE, PENANG AND BOMBAY.

The P. & O. S. N. Co.'s Steamship will leave for the above

places on FRIDAY, the 3rd June, at 3 p.m. E. L. WOODIN,

Acting Superintendent. P. & O. S. N. Co.'s Office.

Hongkong, May 28, 1887. SHIPPING

ARRIVALS.

May 28, 1887 :--Moskwa, Russian volunteer fleet steamer 2,244, Otto Radloff, Singapore May 23, General. - Russian Consul.

Yangisze, British steamer, 814, T. F Starling, Shanghai May 24, General .-Activ, Danish steamer, 355, N. C. Revs beck, Haiphong May 25, General.-ARN-

HOLD, KARBEEG & Co. Borneo, Dutch str., 1,434, J. Wilkens, Amoy May 27, General .- JARDINE, MA-THESON & Co.

Pechili, British steamer, from Whampon.

DEPARTURES. May 28:-

McBeth, for Hollow and Singapore. Penshaw, for Victoria, B.C. Falkenburg, for Bangkok. Alacrity, Brit. despatch-vessel, for a cruise. Diamante, for Amoy and Manila. Ningpo, for Shanghai.

Phra Chom Klao, for Bangkok. Japan, for Singapore and Calcutta. Borneo, for Saigon and Singapore. Lord of the Isles, for Yokohama. Glengyle, for Shanghai. Pechili, for Swatow and Chefoo. Yangtsze, for Whampoa.

CLEARED. Mercury, for Yokohama, Albany, for Saigon. Norden, for Kutchinotzu. Fushun, for Shanghai. Namoa, for Coast Ports. 1015 | Moskwa, for Nagasaki. Activ, for Haiphong,

Abvine, for Haiphong. Marie, for Haiphong. Greyhound, for Hoihow and Pakhoi.

PASSENGERS. Per Moskert, from Singapore, 144 Euro-

Per Yanytsze, from Shanghai, Mr Turner, and 8 Chinese. Per Activ. from Haiphong, 3 Europeans, Per Borneo, from Amoy, 582 Chinese.

DRUGGED Per McBeth, for Hoihow, 60 Chinese.

Per Ningpo, for Shanghai, 2 Europeans, and 20 Chinese. Per Phra Chom Klao, for Bangkok, 15

Per Japan, for Singapore, &c., 2 Europeans, and 170 Chinese. Per Glengyle, for Shanghai, 3 Europeans, and 3 Chinese. TO DEPART.

Per Moskica, for Nagasaki, 144 Euro-Per ! lwine, for Haiphong, 15 Chinese. Per Marie, for Haiphong, 20 Chinese.

SHIPPING REPORTS The British steamer Yungtsze reports Had fine weather throughout, with light

Southerly winds, and calms.

 ${f EXPORT}$ CARGORS.

Per S. S. Glaucus, sailed 17th May :-For London, 7,203 pkgs. Tea, containing 40,557 lbs. Congon, 104,055 lbs. Secented. Caper, 6,657 tos. Scented Orango Pekoetotal 151,263 ibs. Tea. In transit, 300 pkgs. Tes. For South America, 800 pkgs. Tea and 11 pkgs. Sundries. For Loadon, 213 rolls Matting, 101 casks Ginger, 333 pkgs. Canes, 23 pkgs. Sundries, 62 pkgs." Chinaware, 25 pkgs. Silks, 200 pkgs P. L. Fans and 29 pkgs. Waste Silk. From Manila, 112 pkgs. Cigars, 2,976 pkgs. Hemp and 314 pkgs. Coffee. Through from Japan, 29 bales Straw Braid. For New York, 70 pkgs. Tea. From Japan, 167 pkgs. Curios. Per S. S. Abyssinia, sailed 18th May : -For Kobe, 425 bales Yarn, 7,468 bags Sugar, 400 bags Soap Stone Powder, 29 okgs. Sundries. For Yokohama, 50 bales Yarn, 143 bales Tea-mats and 51 pkgs. Sandries. For Vancouver, 40 chests Tea. For Victoria, 10 chasts Opium, 250 bales Fahrenheit. Mat Bags and 199 pkgs. Merchandise. For San Francisco, 9,072 bags Rice, 117 pkgs. Beancakes, 3 cases Silvs, 47 cases Chinaware and 277 pkgs, Merchandise. For New York, 1 pkge. Matting. For Montreal, cases Silks and I case Chinaware.

total 544.434 lbs. Tea : 26 cases Silk Piece Goods, 121 bales Waste Silk, 40 rolls Matting and 39 pkgs. Sundries. For France, 104 bales Fine Silk and 6 cases Silk Pieces Goods. For Italy, 5 bales Fine Silk. From Amoy :- For London, 73 pkgs. Tea (particulars unknown). From Manila : - for London, 103 bales Magney. For Boston :from Canton, 600 pkgs. Ten (particulars

For HOIHOW & PAKHOL .-

ly notified. For SHANGHAL-

For SAIGON .-Per Albany, at 9.30 a.m., on Monday. the 30th inst. For PORT DARWIN, SYDNEY & MEL-

Per Whampon, at 5 p.m., on Monday, the 30th inst. For YOKOHAMA -

For STRAITS & BOMBAY .-Per Kashgar, at 2.30 p.m., on Friday, the 3rd June.

Per Niobe, at 10.30 a.m., on Monday,

New Benares, cash,... 487 a 460 New Malwa, cash,..... 525 Allowance, Taels..... 16/32 Old Malwa, cash,..... 550/60 Allowance Taels 32/64 Persian, Oily, cash ... 430/475 Allowance, Taels..... None to 32 Persian, Paper tied. . 490 Allowance. Taels 32/96 Exchange.

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cloudy weather prevails.

W. DOBERCK. Government Astronomer. Hongkong Observatory, May 28.

beit, and to the level of the sea in inches, tenths

hamidity of air saturated with moisture being 4. DIRECTION OF WIND, to two points, o. Fouce or Kixu, according to Beautors

tached clouds, & dringling, rain, f fog, g gloomy, bhali, I lightning, o overcast, p passing showers, 1017 Caper, 3,738 fbs. Scented Orange Pekpe- 7. Mars, in inches, tenths and transfredths.

Vessels Advertised as Loading.

POST OFFICE NOTICES. MAILS will close:-

For KUTCHINOTZU,-Per Norden, at 9 a.m., on Sunday, the For HAIPHONG.

Per Marie, at 9 a.m., on Sunday, the Per Activ, at 9 n.m., on Sunday, the 29th inst., instead of asproviously notified. Per Alwine, at 9 a.m., on Sunday, the

Per Greyhound, at 9 a.m., on Sunday, the 29th inst., instead of as previous-

Per Fushun, at 9 a.m., on Sunda:, the

BOURNE.

Per Bayley, at 3.30 p.m., on Wednesday, the 1st June.

For NAGASAKI, KOBE & YOKOHAMA. Per Thibet, at 5 p.m., on Friday, the 3rd June.

For SINGAPORE .the 6th June.

Quotations Hongkong, May 28. OPIUM-New Patna, cash,..... 490/4921-

HONGKONG, May 28. On London-Bink, Wire. On demand. 4 months' sight, ... Documentary, 4 months sight, 3/13 On Paris— On demand, ... Oredits, 4 months' sight, On New York— On demand, ... Credits, 60 days' sight, On Bombav— On demand. On Calcutta-On demand,

Gold Leaf, 100 fine \$6.41

On demand.... 713

30 days' night, 721

On Shangha—

REGISTER. MAY 27.—AT 4 P.M.	A. S. WATSON & Co., Ltd. THE HONGKONG DISPENSARY,
arometer red. to sea level and 32 ° Flu. rid 42 ° Flu. rid 42 ° Flu. ridetton. Retton. Retton.	HONGKONG, ESTABLISHED 1841. Hungkong, April 29, 1887. 831
ila29.82 86 73 W.NW 3 cf 0.06 phong 29 74 88 78 8E 1 c	As The publication of this issue commenced at 7.35 p.m.
gkong 29.71 83 75 ssw 1 0 oy 29.70 81 83 s 1 c chow 29.66 81 85 sg 2 c aghai. 29.65 69 87 N 3 op	The China Itail:
asaki. 30.87 — NE 4 — 1.03 ostock. 29.83 44 — E 2 f	HONOKONO, BATURDAY, MAY 28, 1887.

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Foochow				.—	! —		
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The bar	ometer	ha	e rie	en e	X.CI		

Japan and is moving northwards. The temperature and the humidity are high and

1. Bauomerus, reduced to 32 degrees Fahren-

2. TEMPERATURE, in the shade in degrees. 3. HUMIDITY, in percentage of saturation, the

6. STATE or WEATHER. 6 blue sky, c de-

From Hougkong, Cinton and Macao :- For London, 25,963 boxes Tea, containing q squally, Train, s snow, t thunder, v visibility, 154,801 lbs. Congon, 355,852 lbs. Scented w dew (wet).

Per S. S. Deccan, sailed 19th May

Destination.	Vessels	Captain.	Agents.	Date of Leaving.
		Jaeger		June 9, at 4 p.m.
Kobe and YokohamaLondon, and Ports of Cali	And the Control of th	Blanc	Messageries Maritimes	June 6, at 11 a.m. Quick despatch
	Telemachus (a)	Jones	Butterfield & Swire	June 2, at 4 p.m. June 2. June 9, at noon.
Nagasaki, Kobé and Yokohama New York, via Suez Canal	Thibet (8)Lennox (8)	•	P. & O. S. N. Co	June 4, at daylight. About May 30.
Port Darwin, &c	San Pablo (a)		O. & O. S. S. Co	June 1, at daylight. June 2, at 3 p.m.
San Francisco, via Yokohama. Shanghai Shanghai	Ancona (s)	***********	Pacific Mail S. S. Co P. & O. S. N. Co	June 11, at 3 p.m. Quick despatch.
Shanghai, via Amoy Shanghai, Yokohama and Kobé	Priam (a)	Butler	Butterfield & Swire	Quick despatch. June 2.
Singspore, Penang and Bombay Swatow, Amoy and Foochow	Kashgar (s)	**** ********** *****	P. & O. S. N. Co	June 2. June 3, at 3 p-m.
Vancouver (B.C.), via Yokohama Yokohama	Parchia (a)	O. Brough	Adamson, Bell & Co	May 3), at noon. June 4, at 3 p.m. June 1, at 3 p.m.

MEMOS. FOR TO-MORROW. RELIGIOUS SERVICES :-

ORDER OF SERVICES OF THE CHURCH OF ENGLAND AT ST. JOHN'S CATHERRAL. Whit Sunday,-11.30 a.m. Matins, Holy Communion and Sermon.

5 p.m.—Evensong. Week Day Service-Wednesday, June 1st,—

5 p.m. -Short Evensong. Union Church. - Divine Worship, A.M.-Rev. G. H. Bondfield. Service in Chinese, 2 P.M.-Rev. J. Chalmers, M.A.

SEAMEN'S SERVICES.—The Services for Seamen which have been hitherto held in the Mission Church, Queen's Road, will be held in the future in Union Church. Sunday and Friday evenings at 7.30. Seamen are invited to attend.

GERMAN BETHESDA CHAPEL, -Service in the German language, by Rev. F. Hartmann, every Sunday, at half-past ten A.M., in the Chapel of the Berlin Foundling House,

Sr. Joseph's Church, Garden Road,— 9 a.M. Mass and Sermon. 5.30 p.m. Evening Service. Bonediction. St. Peter's Seamen's Church, Sailors' Home. - Service every Sunday at 6 P.M. Holy Communion at 7.45 A. M. on the Second Sunday; and after the evening Service on the Fourth Sunday of each month. Service every Thursday at 6 P.M.

MEMOS. FOR MONDAY. Shipping.

Noon .- Namea leaves for Coast Ports. Auctions. 2 p.m.—Auction of Household Furniture &c., at the residence of Walter Poate,

Esq., No. 5, Upper Mosque Terrace. Miscellaneous. Local Banks close. Jlaims against the Oxfordshire must be sent in to Messrs Russell & Co., on or

before this date. General Memoranda.

TUESDAY, May 31:-Claims against the Japan must be made on or before this date. Goods per Denbighshire undelivered after this date subject to rent.

WEDNESDAY, June 1:-Goods per Steamer Oceanien unclaimed after Noon subject to rent. PHUESDAY, June 2:-Chains against the Lord of the Isles must be

sent in to Messrs Russell & Co., on or before this date. Friday, June 3:-Final Call of \$5 per Share of The Punjom & Sunghie Dua Samantan Mining Co., Ld., payable at H.K. & Shai Bank. Goods per Glengyle undelivered after this date subject to rent.

9 p.m. -- Meeting of Zetland Lodge. A. S.-WATSON & Co.,

TTAVE BEEN APPOINTED LI SOLE AGENTS

HONGKONG, CHINA AND MANILA. MAWSON'S NEW PATENT WATER

RENEWABLE MEDIUM. Handbills, showing Construction and Patterns, supplied on application.

TELEGRAMS. (From L' Avenir du Tonkin). Pans, May 20th.

THE FRENCH MINISTRY. The President of the Republic has offered M. Freycinet the mission of forming a new cabinet. M. Freycinet has asked time to reflect before accepting the offer.

THE BANISHED PRINCES. The Council of State has rejected the appeal made by the exiled princes to be reintegrated into the army, except, however, as regards Prince Murat.

STRIKE IN BELGIUM. work. The strikers are in a state of exas peration which makes disorders and violence

LOCAL AND GENERAL.

PASSED SUEZ CANAL. OUTWARD BOUND :- Kingomaru, March 22 : April 5 ; Elektra, Neckar, 12 : Triu 29; Haitan, Victoria, May 3; Colombo 6; Ara, Dardanus, Jason, 10; Iraquaddy, Merionethshire, Lydia, 13; Glencoe Derecalion, 17; Ghuzee, 20. HOMEWARD BOUND :- Olympia, April

Mail of 29th April, left Singapore on Wednesday, the 25th instant, at a.m. and may be expected here on or packet brings replies to letters de spatched from Hongkong on March

The Indo-China Steam Navigation Co. steamship Wingsaug, from Calcutta may be expected here on or about the

The steamship Moray left Singapore on the

the 26th instant, and may be expected here on or about the 31st inst. The O. S.-S. Co.'s steamer Priam, from Liverpool, left Singapore on the 25th inst, and may be expected here on about the 31stinstant,

Colombo for this port on the 21st inst. ORDER OF CHORAL SERVICE AT ST. JOHN'S CATHEDRAL --- WHIT-SUNDAY Matins :- Responses Festival : Venite. Turle ; Proper Psalms, Cooke &c.

Turle in E; Anthem, Come Holy Ghost'; Kyrie, Freemantle; Hymn, Evensong Proper Paalms, Smart &c. Cantate, Hopkins Deus Misereatur, Hopkins; Anthem, I will lift up

mine eyes : Hymn, 153, 30, Dr Doberek reports to day that the typhoon s situated south of Japan, and is moving

northwards. Wa hear that the Jubilee Committee have the Legislative Council yesterday, that the fixed upon the 9th of November for the Jubilee Celebration.

CHINESE fireman on board the S. Propontis was to-day fined \$300, with the option of three months' hard labour, for being in possession of 665 taels prepared opium, which was found in his bunk.

By kind permission of Captain Anderson, Divine Service vill be held on board the TEMPERANCE, HALL, 7.30 P.M. -Undeno. British ship Amphitrite to morrow, com- for larger powers and greater and more mencing at 11 o'clock. The Rev. A. G. valuable privileges granted to him? This, Goldsmith, Seaman's Chaplain, will conduct the service.

THE two men who are charged with taking a boat from Yan-ma-ti, wounding one of the occupants, making two of them jump overboard and robbing the boat of \$45 were to-day committed for trial at the Supreme

Ir will be seen from an advertisement in another column that an attempt is to be made to | ment might, as suggested by Mr Chater, be between here and Stoneculters' Island for some share of the increased opium revenue. the accommodation principally of bathers. It may be strictly correct to say that the receive considerable support. The laxury under the new arrangement, but it should of a sea bath and a run across the harbour also be burne in mind, by the Furmer as on hot summer afternoons ought to prove

sufficient to attract a host of subscribers. Says the N.-C. D. News :- We are informed that the Anadyr's delay was caused by the breaking of the screw shaft. She was going all right about 50 miles south of Amoy, but between that and Amoy the accident occurred. It was extremely fortunate that the Menzaleh was near by to take her in tow, for had any other company's steamer done so, the salvage on her cargo for the towing would have been very heavy. But in that case she would probably have contented

herself with being towed to Amoy. modest sum of about £50 sterling. With the possibility of this new arrangement land and took passage on board the Changsha. Being afraid that it was not safe to carry so much money about his person, he handed over £12 to the custody of the chief steward of the boat, Mr Wallace. The steward put the money into the drawer where he kept his own money and locked the drawer. One day, however, the drawer was broken open and the £42, together with some money belonging to the steward himself, was extracted. The steward informed the chief officer and the Captain about what had happened and a search was mide. Al the servants' boxes were opened but nothing could be found of the money. Mr Bowles, on behalf of the plaintiff, contended that there was negligence on the part of the steward in leaving his room exposed. Mr Dennys, who defended, pleaded that it was altogether beyond the power of the defendant to prevent what occurred and that the defendant had himself lost money. His Lordship held that there had been no negligence proved and dismissed the case.

volvet robe and ermine, with lace round her throat and a diademi, on a carcanet of A gross case of cruelty practised on an adopted daughter has just been tried at the younger looking than she really is. W Police Court. A girl about 13 years of age was obtained by Chan Mu Kwan, interpre- reign. ter to a Nuisance Inspector, and his wife, on condition that they would bring her up as a daughter. The girl states that she was not kept as a daughter bat as a servant and was very badly treated. The interpreter's The coul-miners of Barinage have struck | wife heat her with a rattan nearly every day. On one occasion when she was beaton she fell and burt her eye against the stove. The interpreter was absent at the time she was whipped. The interpreter's wife admitted beating the girl and said she did so because the girl had stolen her husband's spectacles. Dr Ayres said the girl was suf-Glenmorcen, 25.; Canton, 29; Benledi, fering from contusions all over the back, legs and arms, made evidently by a flexible cane, and also from a contused wound officials. The companion work on physic over the left eye, the result evidently of a very severe thrashing. The cane Titan, May 10; Glenfalloch, Breconshire, had wound round the contusions. In his opinion it was an unreasonable thrashhe steamship Ancona, with the Knowshift ing for a child of her age. The girl, in her depositions made before the trial, said she had lived with the interpreter and about Monday, the 30th inst. This his wife for nearly a year, She was beaten nearly every day. On the day her mistress beat her so severely she was turned out of and the other four. They are fed on fish the house, and a lukong who saw her in the street took her to the Station. The interleft Singapore on the 25th inst., and preter is, we believe, a native of Demerara at the Sailors' Home. A correspondent inand professes the Christian religion. case against him was discharged, but his wife was fined \$25.

prices equal to Tis. 3874 for No. 4s.

The Austro-Hungarian Lloyd's S. N. Co. a A san accident, which has since proved steamship Berenice, from Trieste, left fatal, occurred last night to the coolie in charge of the English Cathedral. Ho was trimming a lamp in his own small house adjoining the Cathedral, when, either by the lamp bursting or falling to the ground, Te Doum, Stainer in C; Jubilate, his clothes caught fire. He was found rolling on the ground in great agony by another coolie, who promptly fetched blanket and wrapped round the man. He managed to extinguish the flames, but not before the unfortunate coolie had received injuries of such a serious nature that he died from the effect this morning.

Mn Chater's suggestion at the mooting of

Opium Farmer should, in consideration of

the immense benefits which the new Ordinance is likely to confer upon him, pay effort will be spared to obtain the release an increased amount to the Government for of the captives. his monopoly, was the means of disclosing the Government's position in the matter Two months ago, when referring to the new opium bill, we wrote :- Does it not seen reasonable that the holders of the Opium boiling monopoly should pay a larger sum of course, depends upon the terms of the sons are likely to receive Dhulip with some contract, and upon the understanding upon distinction. His joining their camp can do which it was entered into. The Unofficial they take the Maharaja at his own valua-Members of the Legislative Council should | tion of immense use-to their purposes look up these points.' It now appears that the Opium Farmer's revenue will be trebled or even quadrupled by the enforcing of this wise flourished in the face of England. But ordinance, and yet he is not to be called upon to contribute a cent more for, his privi- tomed to them all-Nepalese, Burmans, Boleges. Surely some sort of mutual arrange. kharans Afghans and has long ceased to run a steam launch during the afternoons effected whereby Government would get the Punjab which knows not Dhulip, and The proposal is an excellent one and should Farmer is legally entitled to all he may get | sense the vagaries of Dhulip Singh may be well as the Government, that when he contracted for the farm, the measure of protection afforded him was infinitely less than it is now. We venture to think that similar arrangements had been made between private firms, instead of between Government on the one hand and a monopolist on the other, a mutual agreement would have been come to whereby the concessionaire would have increased his payment despite the existence of a contract such as that existing between the Government and the Opium

Farmer. The Government, however, apparently do not see the matter in this light, and the Farmer is to roap a rich harvest. A RATHER peculiar case was heard in the There is not much good to be gained now Summary Jurisdiction of the Supreme by commenting on the want of foresight Court to-day, by Mr A. J. Leach, Acting shown by the Government when the con-Poisne Judge. The plaintiff was a China- tract was entered into, but it may be pointman named Lum Po, who had been em- ed out that the officials entrusted with the ployed near Sydney as a keeper of goats. negotiation of the contract must have been and who had during two years saved the fully aware, when the contract was made, or this money he resolved to revisit his native coming into force and should have made some provision for its occurrence. THE Marquis and Marchioness of Huntly left Shanghai on the 21st instant for Japan in the Satsumes Maru. CHIARINI'S Circus Company will be in Shanghai shortly, their advance agent having already arrived. THE Hang-chow correspondent of the

> says :- About two weeks ago, while travell ing up the Teien-t'ang River as far as Nyien-chow, the writer saw a large number of fields planted we the poppy. Indeed, about Nyien-chow, barley and opium seem ed to be the principal crops; and the men of that city were much more ready to buy anti-opium tracts than any other book the missionary had to offer. The Editor of the News adds :- Tracts, we presume, in favour of the suppression of the trade in foreign opium. We observe from the N.C. D. News that the Chinese Book and Tract Society have issueda Jubilee portrait of the Queen, printed on oil colours, with a short biography of Her Majesty which has been prepared in

Shanghai. The pictorial part is attractive,

the Queen heing represented in a blue

pearls, on her head, and a good deal

N.-C. D. News, writing on the 16th May

have no doubt that the biography, which is in Chinese, gives a faithful epitome of her DR Dudgeon, of Peking, says Nature, has at last published in Chinese a complete work on anatomy, at which he has been working for some years past. The printing was done by the press of the Tung Wen or Foreign language College, and the whole expense was borne by the Chinese Government. In accordance with Eastern custom, the title-page of the book is written by one of the Chinese Ministers who is celebrated for his beautiful caligraphy and there are several prefaces by some of the highest officials of the Empire commending the work to the study of their countrymen. There are in all six volumes. two containing the illustrations, six hun dred being plates. The latter were out on sented to all the Ministers and other high

logy is almost ready for the press. Ir may be of interest to naturalists (says the N.-C. D. News) to learn that a foreigner Shanghai, last week purchased two alligators from some Chinese who stated that they had caught the reptiles in a cave near Yangchow. The existence of alligators in China has been the subject of more than one discussion, though one of the creatures was captured in the Yangtege some years ago. The two referred to are not very large, one being about six feet long according to the instructions of the Chinese who caught thom. Any one wishing to see them can do so if he will apply forms us that they are not quite the same in appearance as the alligators in the Straits Settlements, these latter having a bony rich round the eyes like cribs. The Chiness say that the two they captured were in It was rumoured at Shanghai on the 23rd a pool of water in the cave. Probably, he instant that the market for new silk had I says, the cave was near a watercourse which been opened in the country. We hear that I the alligators could reach, for it is hardly a few very small lots have been bought at likely there would be enough food for them in a pond in a cave.

THERE is just a ray of hope that Mr. Vizetelly, the artist for the Graphic, who accompanied the unfortunale General Hicks into the Soudan, is yet alive, though in captivity. In a despatch of Feb. 5 Sir E. Baring related a conversation he had had with a Syrian Greek who had escaped from the Soudan, and who was at Khartoum when General Gordon was butchered. By professing Islamism the Greek had his life spared, and eventually eluded observation. He reported that ten Europeans were at Omdurman, including Lupton Rey, and Sir E. Baring inferred from his description that Mr Vizetelly was one of the number. A photograph of the artist, taken twenty years ago, was then sent out to Egypt by Mr Vizetelly's son. In a letter dated March 19, Sir E. Baring states that the Greek cannot positively identify the photograph as that of the Englishman he saw at Khartoum, he having grown a beard since the likeness was taken; but there is a resomblance in the upper part of the features, and he thinks it is that of the man he saw. Sir E. Baring gives the assurance that no

THE half-demented Master of Elveden (says the Pioneer) has really carried out his threat of forsaking his partridges and pheasants and going out into the wilderness with the object of stirring as much trouble as he can. He has come to light, as appears from the telegrams, in Russia, where he is masquerading in native dress and is receiving some friendly attention from the authorities. The Russians for obvious reathem no harm, and may be of some use-if hereafter. It would be nothing surprising if we heard of his being appointed to a commission in the Guards eventually, or otherthe fugitive Oriental prince is a familiar figure; the Indian world has grown accusassociate them with any prospects of convulsion. A generation has grown up in that Province no more yearns for his restitution than the Bengal ryot looks for the restoration of the Nawab Nazim. In one even useful. He was a character well known to the English people; his excellence as a shot, his extraordinary battues, and his unexampled extravagance had made him a public character. His sudden abjuration of roligion, loyalty, and friends may induce people, by a conspicuous instance, to recognise more generally that there is a weak side to the Oriental character whose deve-

opment is not always due to ill-treatment. 'FRAGRANT WATERS' MURMUR That the great Opium Bill bas at last been passed into law, and only awaits pro. clamation by the Acting Governor.

That in this matter H.E. the Acting Governor seems to have been very economical of time. That he has assured the Council that he has 'lost not one single moment;' and

he has also said 'I do not think there was a moment lost. That the pressure from Peking must be something awful, for the Administrator thus put it - You have no conception how I am pressed from Peking on the question, and Although it is very hard upon me, for I have to meet great pres-

That as Poking does not generally display great alacrity in matters which are required to be done from this side, General Cameron might apply equal pressure in obtaining a few concessions that have been long promised.

That most of the delay in regard to this

Opium business arose from the Imperial contracting parties, and the appearance of indecent haste has since been given to make up the leeway thus caused. That part of the time taken over the deliberations might have been occupied in

coming to some agreement with the Opium Farmer here. That, as the Hon. C. P. Chater stated, a quid pro que should have been forthcoming from the Farmer for the increased privileges obtained by him under the new Crdinance.

That the Government has been and will be put to extra expense over this new arrangement, and the Farmer will seeming. ly reap the whole of the substantial That, spite of the remarks of the Chief Justice, the community will persist in

been obtained by the Government from the Farmer for the additional rights and privileges conferred. That in a case like this, when a little diplomacy and management are really meeded, they are not to hand, while in other matters they are sometimes far too

thinking that some return should have

That there will be some lively work to be done and strong things said between this and the second reading of the Public Health Bill in July, if the Government percists in combining real sanitation with debatable building clauses. That the Acting Governor might inquire

why the memorandum from Dr. Ho Kai

much in evidence.

atili in England.

has been so carefully bottled up by the Sanitury Board all these months. That 'N. N. the member of the Imperial Russian Marine who has addressed Der Ostasiatische Lloyd, overlooked the fact that photographs of B. L. guus could not well be taken here while the guns were

a wag, he failed to shake the belief which people persist in entertaining as to the enterprise of the Russian Marine. That when officers are being shown round tortifications no skatches are made -- these

that, although 'N. N. is clearly a bit of

useful pencil notes are made when no official is about. That the Committee named for the Jubiles Celebration comprises a good Chairman and several specially zealons workers. That the new Organ in St John's Cathe-

dral will be inaugurated at the Jubiles

Thanksgiving Service to be hold on the day of the Celebration.

That the old organ seems to need resons from the marine store-donlers, and this means of a lottery.

That the celebration of the Queen's Birthday produced one very pretty sight in the gaily-decked ships in harbour, and another in the evolutions of the military on shore. That displays like that held on the Parade ground on Tuesday should be more frequent than they are, as they are calculated to exercise a most salutary influence upon the mass of the native population. That an occasional march-out would do the troops no harm, while it would do the

Chinese positive good. That the Queon's Birthday celebration was concluded by an enjoyable dance at Government House, where the arrangements

ly creditable to those concerned.

That the attitude assumed by the English Fire Insurance Companies is deprecated by the communities here and at Shanghai, and is not likely to do any good to them, whilst it will be the means of doing harm to the local Offices.

That the suspension of the tariff hitherto enforced without any restrictions as to rates places the interests of the foreign Companies in the unfettered hands of more or less judicious Agents, some of whom at Shanghai certainly seem to have lacked the discretion shown here.

That our local Companies have taken the only course open to them by resolving to fight the opposition and prove to their clients that they can and will do as well

for them as English offices want to do. That business conjections obtained by nearly twenty years of hard work and liberal dealing are worth retaining even at a disadvantage-if temporary.

That insurers have only to imagine what would be the result of the local Companies being wiped out, to cause them to appreciate their real friends.

That until the local Fire Insurance Companies were started rates of premia ranged from twice to four times higher than now, though first-class risks were then much safer from fire and water.

That the Houskong and China in close Alliance will rise like a Phænix or the glorious Sun from their present Straits within this Jubilee year of our Royal and are true to their Commercial instincts and set their face against London Assurance. That this small 'conference' in Foochow will find the ousting of the Gibb Line a hard nut to crack, and, if ever it be

That though 'Shareholder,' who writes to the China Express, is somewhat astray both in facts and figures, there is a substratum of truth in his communication not unworthy of attention.

be sorry ever after.

That it is not far from the truth that the local institution referred to has undoubtedly saddled itself with an architectural white Jumbo, of imposing appearance, but affording accommodation only in quite an inverse ratio to its elephantine proportions.

Had the position been otherwise utilised than it has been, there was ample space for the erection of a building capable, by judicious external arrangement, of accommodating, without squeezing, the entire staff-chief manager, sub-manager, and clerks, even unto the third or fourth generation-and plenty of office room to

That as it is, the ground has, to my mind, been burdened with a mass o granite and brick, arranged in a sort of hotch-potch order of architecture, containing acres of unnecessary office room, and only accommodation for the clerks which is so inadequate that it has to be supplemented by a house at the Peak for the pampered preponderating youthful Sawnies and Paddies.

That the building is not devoid of certain 'points' of beauty, but these are almost entirely hidden by its proximity to Queen's Road, and one has to patronise the Peak Tramway to see them.

That, as was remarked by a British Nagal A. B. with an eye for the beautiful, 'If she had been slewed end for end, then you might ha' seed something of her blooming figure-head.

That of course there is nothing easier, not even falling off a log, than apending other people's money, to which honour there are very grave responsibilities attached, as Directors have before now found to their cost.

That Shareholders are beginning to think, with the light that has since been cast ment will have any farther effect. upon the workings of the Institution, tial building and in the generous be stowal of a princely 'kumshaw,' a better outlet for other people's money' would have been in making preparation for the even then threatening sugar quake in a News. neighbouring I le.

That sweet are the lessons of adversity." and the shareholders may still congratulate themselves that their ship is a very weatherly craft, and that they can safely both here and in the North.

BROWNIE

MAN was created first. Woman was a sort of recreation. that he never paid anything but a compliTHE FIRST TEA STEAMER.

Shanghai papers received to-day state that the Monnie, the first tea ateamer from Hankow, arrived at the Red Buoy on Saturservice, might well be performed by day morning (the 21st instant) soon after 11 o'clook, in charge of pilot Mobsby, after a run of thirty-six and a half hours. Sho immediately proceeded to sea, being piloted out by Mr Kofod. She had to slow down several times coming down the river on account of fog.

We understand that the Glengyle (Captain Gasson), which arrived here vesterday from home, passed the Moyune about 900 miles North of Singapore about eleven o'clock on Wednesday morning. If all wont well, therefore, the Mounne should morning. The Glenoyle and Kaison left for the comfort of guests were exceeding- in 6 days 15 hours, beating the Kai- the tea men carry out their present threats, nary duty to attend to that. The compra- other passengers, the Menzaleh deserves the severest arrived at Singapore at five o'clock this year, and Moyune has been built to beat floor. If there had been a large quantity he It was the intention of the Captain to keep thing while on board that called for censure, had gone on board his steamer on Thursday morning, her speed, therefore, would be the Glenogle this year. No doubt nearly 13.6 knots an hour, a speed which | Mount will be the first home, but I prescarcely realises the expectations of the dict that the Glenogle will make better time builders and owners. Though the Moyune | then she does, and this may constitute a has proved herself a fast boat, the belief grievous offence. "Ibea" in Shanghai Courithat the Glenoule will make the faster passage is still very strong, and the backers of the Glen boat are numerous.

THE HANKOW TEA MARKET.

17th May. The Monune is the only steamer loading so far, and she is advertised to leave on Thursday evening, the 19th. The Ningchow, after taking in a few tens at Kinking, then comes up to occupy her berth. Meanwhile thus far about 100,000 half chests C. P. Chater's valuable suggestion to the and the Glenogle will probably be the next vessel to fill. The larger portion of these chest musters, the bulk not having yet been

No business has been done to-day, the teamen having been deliberating at the Guild since 10 a.m. The result has just been an jounced. The stock on hand will be offered to-morrow as usual, but the teamen have engaged themselves under a bond pledging them mutually to a penalty of ten taels per picul for all second and third crop teas they may pack, i.e. they will pack none. It remains to be seen how far this will be carried out. The growers are not pledy d, although of course the tea hougs will make them no advances: on the other hand the eaf will be cheap, and there is nothing to prevent the Russians and other foreigners objects aimed at by the new Ordinfrom packing it, should they care to do so. With regard to the first crop, teamen

half chests, in all 900,000 half-chests. before picking that the growers have obtained a largely increased weight from the trees, and the total will probably not fall short of 60,000,000 lbs. as against 55,000,000 cracked, the shippers to the Colonies will ordinary supply from Foochow and Canton, will prove more than ample for present home requirements, so that, although this in the shape of a fee, say \$t per chest, or a radical determination of the teamen is like- fractional percentage on the value. ly to ins ire buyers with confidence, it is to be hoped that before operating, they will allow prices to drop to a parity with present | the 'freedom of the port,' but the Govern-London values. To do this a full all round ment having instituted a Superintendent of

> being resumed this morning as usual. Strong up-river winds, accompanied by or in like manner a hundred different other heavy rains, have retarded arrivals and only branches of the service. As to such fees 95 fresh musters were distributed to-day. being characterized as a duty on the drug, Buying has gone on quietly, the day's sales | the smallness of the charge I suggest, as aggregating 25,000 half-chests about equal- compared with what it would be subject to ly divided between Russian and English at a duty-paying port, has but to be advanced buyers. Prices show a decline of 1 to 3 to defeat any such contention. taels according to quality and it is evident that the Chinese themselves place little when effecting a sale (at least it would rost faith in the efficacy of their recent conven- with him to do so; and would be do othertion. It is apparent that if the market wise?) while, as a consequence, the trade itself admits the leaf will be packed by somebody; | would bring home to the Opium Farmer his and thus, viewing the unwieldy proportions share of the burden, which no deabt, as Mr. of the first crop, we appear to be sure of a Chater indicated, he could well bear, and total supply largely in excess of require- the analogous case at Penang cited by Mr ments, as the year goes on. The yield of Russell supports this assertion most conthe Kiukiang districts especially appears clusively. unlimited, eighty-five fresh parcels of common Ningshow and Keemen having arrived now turn to the working of the Ordinance by to day's steamer. Buyers are as- itself. siduously picking out the best of the bad, anything that can be called fine having stances, but I cannot regard it us a sine qua been already bought up by buyers for non that the Opium Farmer should play Russia at prices many pence per pound the rôle reserved him in the matter of signabove the capacity of the London market. . The Glenovic commenced loading to-day: she is advertised at £1, the same rate at marked on, I believe, at the first reading of which the Moyane has filled; the following the Bill. The Government should surely steamers, viz :- Anchises, Benlawers and be able to work the control without his

are asking £3. 10s. 19th May. Glenogle is expected to clear on Saturday, through rate of £3.

menced to load. 20th May. Buyers generally are engaged in picking out the best teas available in the wretched care being given to the selection of the the stamp of the Superintendent of Imports second crop, and a consequently diminished aupply. No one, not even the natives

The Glenog'e gets on slowly. With the mail taking tea at £3, through rate, there is Colony, I trust you will publish these few that rather than in the erection of a pala- little inducement to hurry tes home by direct steamer at £4, and it is now not expected that the Glenogle will clear before myself. Tuesday, 24th. The Mayune with 3,100,000 lbs. on board (almost equally divided between Hankow and Kinking teas), left last night at 10h. 25m. p.m. - N. U. D.

May 18th. The Moyure is nearly loaded and will leave on Friday certain, 16th inst. The weather has been much against the leading of tea. raining since midday of the 15th inst. The Glen gle has not a package on board. Chazetes are slack in buying, and the pin their faith to the men-at-the-wheel Mounne will have four or five days start of the second vessel. Ramour has it that the Wan was continued to-day. Glongile will be the second vessel away, but it is not at all certain. It is expected that of Messrs Wotton and Deacon, appeared the Anchises will suon begin to load. The for the prosecution; and Mr J. J. Francis, of noise proceeded from the engine room, and we only had what we were on our backs, send 10 French sailors and 25 Chinese. The blowene filled at £4 per ton. She consumes 0.0 instructed by Mr Wilkinson. 55 tons of coal in 24 hours. The Glenogle Mesers Caldwell and Wilkinson, appeared dealy dashed in the bres. The Captain Glenshiel, and men were publicated a ster a great deal of argument between Capt. IT is said of one fashionable young man will load, it is said, at £3.15 per ton, for the defence and her consumption of coal in the 24. The following gentlemen were the the ship was sinking. Indeed they had In answer to a question as to why Cap. got; of these only 4 were got on board and fortunate that no lives were sacrificed in

hours. These figures show, with a little Harman, and John D. Hutchison. orleulation, that the Blue funnel liner. one German steamer in port, which is the length about six weeks ago. smallest amount of tonnage that has been oarly on the morning of the 16th, and the burning. have arrived in Singapore early this ferior quality, and the Chinese declare that but two cans could not be considered too feet of water in the engine room, and the day morning the hawsers were just about stand by to see her sink, which she did a Woosung within about five minutes of pressure will be brought to bear on them by of the holder of a policy if the com- ly into the boats, of which there were six then about 200 yards from her, and she Donaldson, his officers and crew did their each other last year, and the former the Mandarins, who will lose a considered him respectable. It in all. Provisions and water were care- steamed another couple of hundred yards utmost to save the Menzalch, and we wish to accomplished the journey to Singapore able sum of revenue and squeezes in case would come under the compradore's ordi- fully stowed in the boats, into which the further away. The Menzalch then gave a record our opinion that the conduct of the sow by some seventuen or eighteen There was a meeting of steamer agents yes dors got a commission besides his salary. officers, and Captain followed. Signals of and she sank in what I was told was seven- condemnation as not only did they not hours. The Monune has probably done the torday, and the proceedings were not of the Mok Akun said he was a compradore to distress had been meantime fired, and the teen fathoms.

CORRESPONDENCE.

THE NEW OPIUM ORDINANCE To the Editor of the 'CHINA MAIL.' Hongkong, 28th May, 1887.

SIR. -Referring to your report last even ing of vesterday's meeting of the Legislative Council, none of your readers having thought for the welfare of this Colony can fail to have sympathised with the Hon, have been settled for the Loudon market Government that they should acquire by arrangement with the Opium Farmor, share of the increased income accruing to settlements are Kinkiang teas, sold on him from the working of the new Ordinance. On the other hand, your readers will have followed out the reasoning of the Acting Chief Justice and the Acting Attorney General, while the difficulties in the way of the proposed measure, as indicated by the Administrator, in the light of the Opium Farmer's improbable acquiescence, can hardly be questioned by any one who reads the proceedings. Apart from this, however, the Administrator's frank assertion that the Government might be relied on to increase its revenue where practicable, gives hope that any practicable alternative will meet with attention, and on this account I am induced to address von because with a view to attaining the

ance I was on the point of sending you some time since a sketch of a scheme assert that of Hankow teas will be 600,000 wherein I propose embodying, in dif-Imperial Queen, if their Northern friends half chests and of Kinking teas, 300,000 ferent form, precisely what Mr Chater with the astuteness characteristic of him, has The leaf, however, has been left so long | pointed out in the interests of the Colony,

and I think what I have to suggest furnishes an alternative alike feasible and effective, though it necessitates further legislation. My suggestion is, that the revenue Mr lbs. last season. This, together with the Chater would have Government derive from the working of the Ordinance be collected on the importation of the Upium

I know this will call forth a volley of objections based on the hackneyed cry about of four taels from the prices hitherto paid Imports and Exports, there is no reason why fees for his services should not be charged, as much as those levied by the Government The interregrum reported yesterday for the examination of emigrants by the proved to be of short duration, business Health Officer, or the survey of ships, &c., &c. by the Government Marine Surveyors.

The importer would recover the charge

So much for the revenue ques ion: I

It may be from ignorance of the circumhim with inquisitorial powers, a matter re-Glamoryanshire (this latter arrived to-day) playing an active part in their manage-

The scheme I was going to place before The Mounte sails this evening and the you contained nothing original, but was based solely on the ways and means adopted 21st, both at £4. Meanwhile the P. & O. by the foreign branch of the Chinese Co. are accepting freight for the Rosetta at Customs for recording and regulating the import, re-packing and export of goods gen-The rate for the following steamers is erally. Worked from the Harbour Office nominally £3 10a., but none have yet com- under the manipulation of a systematic official, like Mr Alves, of that Department. it would. Iam convinced, run smoothly and make no further call on him than an additional stipend would compensate for with assortment on offer, leaving the mass of the assistance, perhaps, of av examining rubbishy Oopack teas with which we are officer such as the "tide-waiters" of the deluged, practically untouched; for no one shove-mentioned Customs service. I concan say at what price cargoes of such stuff sider it an essential point t at it be congetting home en masse would sell in London. stituted a misdemeanour for any agent of a The impending losses to tenmen are enor- steamer to now countersign for delivery a mous, and will probably result in greater Bill of Lading for Opinin before it bears and Exports.

With a view to eliciting as general a disthemselves, believes that their recent agree cussion as possible on the revenue question brought forward by Mr Chater in its important relation to the purse strings of the comments on this most important subject I enclose my card and beg to subscribe

Yours faithfully, PRACTICABILITY

SUPREME COURT. IN CRIMINAL SESSIONS. (Before His Hon. J. Russell, Acting Chie Justice, and a Special Jury). Saturday, May 25.

THE CHARGE OF ARSON.

The s. s. Kiangini and the s.s. Peking, have in the firm of Messrs Pustau & Co. It was however at once apparent maldson was unwilling to take the Menzalch | could be got to the ship to faston hawsers just arrived, full of tea, having over 60,000 not necessary when the accused took out that the accident was caused by the pro- in tow that night, but he sent his first to take her in tow again. They rowed to packages between them, and it is reported that the policy to tell the Company that he had poller dropping off, and the machinery officer on board her at once to see the the ship, went on board and got some effects, a lot of this tea comes from Shanghai, tran- already insured with another Company, giving way, a portion going clean through damage. She was then filling rapidly. We then rowed back again for the line. To all shipped from Ningpo and Wenchow. Some According to the policy the accused had no the before steam could watched her during the night, and sheered appearance the Menzeleh had not got much of it, however, may be Maloo mixture to do right to store kerosine on the premises, be let off. The sea was running in with off a little so far to be out of reach of the deeper during the night and there was duty again as new teas from this district. However, the conditions did not prevent a tremendous vehicity through the rept in the saction in case she sank. The Glenshiel every expectation of getting her into port. This is the dullest tea season I have known man keeping a small quantity for his own bottom, and by the time the boats were took her in tow the following morning and when suddenly she began visibly to sink and grave consequences are anticipated. use. He would consider four cans too lowered, about 10 or to minutes or so after went ahead all day till dark when the and the idea of fixing hawsers had to be The first crop teas are reported to be of in- large a quantity to have on the premises, the crash was heard, there were several anchors were lot go for the night. On Satur- abandoned, and the Glenshiel could only it will be unprofitable for them to pick the much. They did not generally make a vessel appeared to be settling down. Mrs to be made fast again when the Menzalch few minutes after ten o'clock. second crop. It is believed, however, that close enquiry into the stock-in-trade Aston and the stewardess were first put safe- was seen to be sinking. The Glenshiel was It is our unanimous opinion that Captain passage of 2,200 miles in three or four quietest, and the report is current that the Mesers Pustant & Co. When he called to occupants of the boats rowed a little distance | Our informant when questioned as to steamer but actually put difficulties in the hours more than was taken by the Glenogle. Glens' are boycotted. The offence they inform the prisoner that the insurance away from the ill-starred vessel, which was whether he had anything to complain of as way of the crew of the Glenshiel and caused Her time from Hankow will probably be have committed does not appear to be well had been effected be did not observe any every moment sinking lower in the water. regards the conduct of the officers and crow loss of much valuable time thro indecision. about 8 days, 6 or 7 hours. Say she defined. The Glenogle beat the Moyune last quantity of ten on the ground floor or first A pretty high sea was running at the time. of the Menzaleh, replied that he saw no-

> took place. The accused said he did not ly a passing steamer, the Glenshiel, which was lafter the crash was heard. of his loss was made up amounting to \$40.000 insured. Accused asked what

had been made.

ance being effected with Messrs Meyer & Co. house in D'Agnilar Street.

before for two years and a fraction.

There was a store room 40 feet long over | shiel began to tow her, that it might be the shop and it was stored with goods. Mr J. H. Garrels said he was partner in Lightship and to beach her on the North the firm of Meyer & Co., who were the Bank. It is here stated that the French agents for the Prussian National Insurance He signed the policy: He had a conversation with the prisoner after the fire. Another witness Lo Wong, who had a at the pumps, which were being worked hand in the disposing of the two boxes, was meanwhile by some of the crew and even examined, and the case was afterwards ad-

to take the case on Tuesday, and to adjourn the Rendition case.

THE LOSS OF THE MUNZILEH.

The Shanghai papers received this forenoon contain full accounts of the loss of the Menzaleh. Thoy also publish a statement. signed by all the European passengers of the Glenshiel, which makes it appear as if Capt. Blanc, his officers and crew had been guilty of something like cowardice and desertion. Captain Blanc has roplied that in the meantime he is too much occupied with the formalities necessitated by the official enquiry Blanc, then proceeded on shore, stopping to refute these accusations. We take the ing permits. It certainly seems to invest | following account of the disaster from the N. C. D. News :-

> stories of the sea. She arrived outside on | will probably be saved, as it consists of iron Thursday morning, having in tow the same rails, which will not be much damaged by Company's steamer I mulgr which she had the water. We hear that she had 3,000 met disabled about 50 miles south of Amov. It was regarded at the time as a singularly course represent a dead loss. fortunate circumstance that the Anadyr was picked up by one of the steamers of following interesting version of the disasthe same company, which was thereby ter :saved a large sum for salvage. But as it was, it turned out very unfortunate, for it is supposed; and we presume rightly so. that the subsequent loss of the Menzaleh was due to the extra strain upon her-sho being an old ship-of towing the disabled vessel safely to port. The first version of the atory which was given us was wrong in

account which follows :--at once informed the passengers that pumps.

Anchises, which will get £3.10 per ton, son, Wm. Danby, John Grant Smith, promptly given to lower the bonts, the ship before, the passenger said that the were being found again. When asked why only consumes 21 tons of coal in 24 Alexander Levy, Edward George, C. D. passengers at the same time being told to Captain stated his first duty was to see his there were not 10 Capt. Blanc said they save their portable valuables and papers. passengers safe. He then went back to as were sick, whereas they had been stant Evidence was led at great length. The The male passengers also lent what assist certain the exact amount of damage to the ling around a few minutes previously. At when the balance sheets are made up, will statements were, with slight variations, the tance they could in getting down the boats. Menzaleh, make the best return to her owners. To same as those made at the trial at the l'o- and we are told by the Company's agent Resuming his parrative this gentlemen 1st officer and pushed off and then they day there are five British, one Russian, and lice Court which were reported at full here, M. J. Chapsal, that the rivers were said :- I went back in the second boat and refused to go and came on board again admirably carried out, and that there was got my personal laggage, every bit of it. I and some Chinese were sent in their places: Thomas Carter said he was present at the little or no confusion. Capt Blanc and the did not lose a single thing. Most of the Captain Blanc and his officers did what known for many years on the same date. fire and judging from the appearance of the officers and engineers were monnyhile busy other passengers also returned and secured they could to make the men go on this Last year the Glehogle and the Kaisow left flames he felt certain that kerosine was trying to ascertain the precise nature of the their effects. The French mail agent was occasion, but did not set an example by damage, but with the inflow of water and one of the first to go on board the ship going thomselves. On Saturday morning Mounte will not get away till the 20th. Mr Ernest Reuter said he was a partner outrush of stoam it was an almost impossible again, and save the muil bags. Captain Do- some hours were lost before a French orew

> was bound to have seen it. He then spoke the boats together, and remain about the spot and that they behaved as well as any Eng- night as Captain Donaldson asked him to of the accused calling at Messas Pustau's till the vessel went down, as it was expected lish sailers would have done, adding that do and worked the pumps, that the ship office. Mr Reuter asked him how the fire she would do every moment. But fortunate. there was no disorder of any kind on board | could have been saved.

know. There was only, one kerosine going to Yokohama, had seen the rockets It is very difficult to learn the precise lamp on the first floor where the fire broke. and came in their direction full steam. nature of the accident, but the general out and he supposed it had fallen down. Mr This was about 8 o'clock, the boats having impression is that it is as we have already Renter then asked how the falling of one been at that time in the water a couple of stated; namely, that the loss of the kerosine lamp could set fire to a place where | hours: A couple of boats were lowered from | propeller caused the engines to race, the there were so many men about. The ac- the newcomer and the position of affairs at effect being that the engines flew to pieces, cused answered: 'if any one had seen the once ascertained by Captain Donaldson, of a portion, probably the crank shaft, going lamp fall he would have put out the fire. the Glenshiel. The occupants of the boats through the bottom of the ship, the water The accused returned along with another were taken on board and treated with the of course also rushing in through the stern man later on the same day and a statement greatest kindness by everyone on the rescu- tube. ing ship. A consultation then took place \$23,222. The witness said to the accused between Captains Donaldson and Blanc. that the sum did not make up the total of A boat containing an officer from the Glon- ched tugboats to Woosung and the Menshiel and Captain Blanc went back to the zaleh's people to the number of 126 were there was to be done. Witness then said sinking ship to inspect her with a view of 'Did you not have tea for sale?' Accused seeing whether anything could be done to A Court of Enquiry will be held in rereplied . The tea books were not in the same | save her. Captain Blanc was anxious for place; they were burned.' Witness asked the Glenshiel to take her in tow, but Capt. how much was the total of the ter, to which Donaldson wisely determined not to run the prisoner answered 'The books are destroyed; risk of being pulled down along with her we will not reckon it; it is only a little, a lif she should sink, as seemed more imminent every moment. But some men were Two other Chinese witnesses, men in left on board at the pumps, by working tod at the Messageries Maritimes works at the employ of Messes Pustau & Co., were which it was hoped that the ship might be La Ciotat. Her tonnage was 1,273 tons, examined and spoke of some salvage that kept affoat. The Glenshiel was anchored at net.

a little distance off, and several journeys Mr Herman Ehmer spoke as to the insur- were made to the Menzaleh, for the purpose of saving what luggage and other effects and as to having got the two boxes from could be easily got at. Several of the pas- more particularly amongst seafaring men, Wong Chuk Lung and two others from a engers accompanied the boats on these that it looked very bad for a Captain to journeys and assisted in saving nearly all abandon his command immediately upon Cross-examined-When he took the risk their baggage. The French Mail Agent the first inkling of danger, and I ave his he did not make any inspection of the place. went in one of the first boats to leave the ship a day and a half before she was abso-No inspection was made before the in- Glenshiel and was able to secure and bring Intely lost. No authentic version of the surance was accepted. A Chiuaman went buck the mail bags, which were seventeen affair by the Captain is as yet available. round after, and he was expected to in number. An anxious night, it is needless and the full particular, which will no doubt look round and see if all was right, to say, was passed by those on board the bo highly interesting, will be awaited be-Witness knew it was a good risk because Glenshiel, as they watched the water-logged the house had been insured with them vessel. But when the morning dawned misadventure, which only for the timely she was still affort, though lower in the scrival upon the scene of the Glenshiel, A salesman to Messrs Meyer & Co. said water, and with the first rays of light, he was sent to inform the Man Ynne Tong a hawser was got out from the Glenshiel that the insurance had been effected, but and made fast to the most of the Menzaleh he made no inspection of the place to see if by Mr Frazer, Olnef Officer of the Glenthere was the value of goods in the place shiel, which was then turned back towards corresponding with the amount insured. Shanghai. It was thought, when the Glen-

possible to bring her as far as the Tungsha

sailors having once got clear of the unfortunate vessel, could only with the greatest difficulty be got back to the ship to assist passengers of the Glen boat. The conduct of the men of the Menzalch, while on board It was at first proposed to adjourn the the Glenshiel, gave rise to much unfavourcase till Wednesday next, but Mr Harman able comment, which finds expression in said that was the day of his mail and he the annexed statement. About forty miles, would have his business so much on his as near as we can ascertain, were made mind that he could not devote all his at- during Friday, and the two vessels came tention to the case. It was then agreed to an anchor for the night about seven miles N. E. F. E. off the Saddles. The Mr Dennys' application with reference to pumps were kept working until Captain Donaldson ordered his men back from the abandoned ship. The Glenshiel remained close to the disabled steamer all night. In the morning Captain Donaldson was once more ready to get the hawser made fast again, when it was observed that all his trouble had been in vain, as the Menzalch was rapidly filling. In the comparatively smooth sea, and shortly before ten o'clock in the morning she was seen to pitch forward and plunge into the depths head foremost. Her topmast could howbe seen above water. The Glenshiel when all was over continued on her way back to Woosung where she arrived late on Saturday night. Some of the passengers and officers of the Menzatch, including Captain at the Hotel des Colonies for the remainder of the night. The avent here is unable to give an estimate of the value of the cargo, as the necessary papers are in Hongkong. The less of the Messagories Maritimes It is stated that the Menzaleh lies in about mail steamer Menzaleh, of which our 14 fathoms of water, which statement correaders were briefly informed by the Express responds with the marking on the chart; issued yesterday morning, will be remem. whether it will be possible to raise her is bered as one of the strangest modern doubtful, but a large portion of her cargo

> bags of sugar also on board, which will of One of the English passengers gives the

It was about 5.30 p.m. on Thursday when we were sitting in the saloon unconscious of any danger, and steaming pretty fast. The tide was with us, and we were going was about being served when we were and Mr and Mrs Aston, five Japanese offi. keep by as long as the was affect. Mean- both vessels anchored. and were discussing the events of their wards us. They proved to be those of the officers were standing round at the time The hearing of the case against U Tez previous voyage in the Anadyr, when sud. Glenskiel, which at once took us on board | and one of the crew was required to bring dealy a great crash was heard, and the and did what they could for us. We had, back the Frenchmen who were in the life Mr. Brerston, instructed by Mr Descon, I vessel lurched and trembled violently. At of course, all left the ship in such a hurry bost. the same moment a seathing shricking kind that there was no time to get any clothing, About 11 p.m. Capt. Blanc said he would of as if great masses of water had been sud. But boots were at once sent back from the boat was alongside to take the former, but like to run the risk of taking the disabled

Upon receipt of a telegram from Gulzlaff late on Saturday night. M. Chapsal despat-| brought up to Shanghai. ference to the loss of the ship, probably at

Marseilles. The Menzaleh [was an old ship having been built at La Sevne in 1865 by the Forges et Chantiers de la Méditerranée. with engines of 210 horse power, construc-

Upon the circumstances attending the loss of the vessel becoming known, the opinion was freely passed in the Settlement. fore we comment upon the very unfortunate might have resulted in a terrible loss of life. time.

Statement of the undersigned passen ers on board the steamer 'Glenshiel.' which' sailed from Shanghai for Yokohama on Thursday, the 19th way, respecting the

foundering of the French muil steamer was sinking fast. When the Captain of no one on board and described the ac- authoritative details are made pubic. cident and said she was sinking fast. Cupclined to do, so Captain Donaldson sent one steamer Menzaleh. No particulus were of his officers and crew to save the mails given and a great deal of excitement and the officers went in the Glenshiel's boats to knows they are kept in a perfect state of save their effects. Later on Captain Biano | efficiency and under the charge of well-tried These boats were going to and fro all right, telegraphed to M. Chapsal, the agent of saving all they could—Captain Donaldson | the Company from Gutzlaff that the Glenshiel offered to take the Menzaleh in tow and at daylight next morning the first officer Mr | Thursday last, had returned with the pas-Fraser went on board with some of his own men to assist in making hawsers fast to the Menzaleh. On Friday morning one of the passengers on the Glenshiel, Mr Lees, went off in another boat to the Menzaleh and remained all day working the pumps, etc., As early as possible on Friday morning a hawser was taken to the Mensuleh and made fast to her mast and the Glenshie got under way with her in tow for Shanghai about half past eight o'clock -eight or nine of the French crew went on board to assist in hauling the hawser on board, having done which they declined to do anything further

to help to save the steamer and got into the life-boat which was towing alongside and only returned to the steamer for provisious and to get what property they something like 13 knots an hour. Dinner could pick up later on in the day on the officer in charge refusing to give one startled with a lond rumbling noise, and we of the French crew information as to the all rushed outside on dock. There we were | depth of water in the well he endeavour d one particular, that she sank owing to the mot by the Captain, who told us very quietly to take the sounding line from the shipwater rushing in through the aperture indeed that we would have to take to the the officer in charge thereupon gave orders caused by the dropping of the propeller. bests as the ship was staking. The six that none of the French crew should be It was not so, as will be seen from the boats were lowered and ready in a very allowed on deck unless they were willing short time. We had only one lady, Mrs to take their turn at the pumps. Later on The Mencaleh left Hongkoug on the 14th Aston, and the stewardess on board, and the day however two of the crew were of Captain Blanc and his crew, in the hour inst., for Kobe, and after overhauling the those, the only women amongst us, were got found forward, and being ordered to get into Anadyr and towing her here immediately into the boats first. The male passengers, the boat at once, one of them in passing criticised for abandoning his vessel, without proceeded on her voyage to Yokohana with crew, officers, and captain, and three Chi- seized the sounding line which was lying first having thoroughly acquainted himself the mails and passengers for Japan. All nese, then followed. Provisions and water on the deck near where the life-boat was of the extent of the damage done to his went well till the Saddles were passed, and were previously placed in the boats, and | towing and endeavoured to throw it overfor about forty-five miles further to the everything was done in a quiet and orderly | board but was prevented. The French N.E. A light S.W. breeze was blowing manner. Is was about a quarter to six crew in the life boat distinctly stated to at the time and the tide was running o'clock when we were ready to get into the English crew on the Menzalch that di with the vessel, which was making head, the boats. The passengers did not seem | rectly the steamer began to sunk they would way at the rate of between 13 and 14 to be very much frightened, though a cut advit without waiting for anybody and knots an hour. The passengers consisted of pretty rough sea was running at the time. fearing they would carry out this threat the six Europeans, first class, namely, Messrs We rowed a little distance away from the officer in charge signalled to the Glenshiel G. Adet, G. Campredon, Gordon, Brown, abandoned ship, which we intended to to stop towing at da k which was done and did leave his yessel as goon at possible. cers returning from Germany, two or three while we had been firing off rockets, and | Twice when a boat's crew had to be made second class and three Japanese or Chinese, not long after we had taken to the boats i up the only men to be got were some pas-They were sitting down quietly to dinner we noticed a studiner's lights coming to sengers on the Glenshid, although French

Blanc and his officers of French sailors were hours is close on 100 tons, while the special jurors :-Messra Fullarton Hender. subsepared this intelligence. Unders were tain Blace had not thought of pumping his I the boat had to wait while the other two I the deployable accident.

last they were got into the boat with their

assist in any way in helping to save their It is our opinion that if Captain Blanc

JOHN J. ASHMAN. KATE ASHMAN. F. BALFOUR LEES. ELDRED HALTON JR. L Howell. ALICE M. TOMPRINS. ARTHUR W. BRYANT. LILIAN BRYANT. FRED. C. BRYANT. C. E. L. BRYANT.

Captain Blanc addressed the following note to the N.-C. D. News:-Monsieur le Directeur,-Je suis en ce moment trop occupé, avec les formalités. que nécessite l'enquête officielle à laquelle donne lieu la perte du Menzaleh, pour trouver le temps de répondre aux accusations portées, contre la conduite de l'Etatmajor et de l'Equipage de mon hatiment, dans la note nui a paru dans vôtre numero de ce matin, avec la signature des passagers du Glenshiel. Je me réserve de réfuter ces accusations aussitot que mes occupations m'en laisserout le loisir. Veuillez agreer Monsieur le Directeur

l'assurance de ma considération distinguée. Le Capitaine du Menzalch P. BLANC.

Shanghai, le 23 Mai 1887.

[Translation.] Sir.-I am at the moment too much occupied with the formalities necessitated by the official enquiry demanded by the loss of the Mendalch, to find time to answer the accusations brought against the conduct of the officers and crew of my vessel, in the statement which appeared in your issue this morning over the signatures of the passengers by the Glenshiel. I reserve it to myself to refute these accusations as soon as my occupations leave me the necessary

The Captain of the Menzaleh.

I have the honour to be, etc. Commenting on the above, the News says :- We cheerfully insert in another column a letter from Captain Blanc of On Thursday, the 19th of May, we went the Menzalch, on the subject of the on deck at a quarter past 8 o'clock and charges brought against his officers and noticed rather a bright light on the port crew in the statement published by us yes. bow. At first we supposed this to be a terday morning. Of course, our readers junk, but presently we noticed a flash light must have seen at once that that was an ex and later on a rocket, when the steamer's parte statement, and that there must be course was immediately altered and blue another side to the story which we trust lights burned. Later on we made out five that Captain Blane will soon find time to or six boats steering for as and very shortly give us. At first sight, it requires explanaone hailed us and shouted that their ship tion that a whole crew should, in fine was sinking, the machinery having knecked | weather, abandon on Thursday afternoon a a hole in her bottom. Boats were imme- vessel that does not sink until Saturday distely got ready and lowered but we morning. She appears however, when learned from the first French boat that abandoned, to have been taken charge of the steamer had been abandoned as she by the Glenshiel, whose chief officer was out on board; and it is not yet explained the Menzalch came on board Captain how it was that Captain Donaldson did not Donaldson asked him, through Miss Tomp- succeed in towing the Menzaleh into shalkins. whother there were any people left low water in the thirty-six hours or more on board as he had sent off two boats to that she floated. Judgment on the whole his steamer-Captain Blanc said there was ougstion must be suspended until fuller In introducing its report of the occurrence tain Donaldson then asked Captain Blanc to the Mercury says :- News was received late

send his crew back to the Menzalen and he on Saturday night of an accident which would stand by until daylight -this he de- resulted in the loss of the M. M. Company's taking the mail officer in the boat—all the anxiety was caused as the Company's mails were saved. None of the French boats vessels have, as a rule, been remarkably would return to the steamer, but some of free from accidents, and, as all the world went on board with Captain Donaldson, and skilful commanders. The news was which left this port for Yokohama on sengers, crew and mails of the Mensalch Without loss of time Mr. Chapsal had a tugboat despatched to Woosung to bring the shipwrecked people to Shanghai where they arrived yesterday morning. We had intended to publish a full report of the accident in our morning issue but the charges laid against the officers and crew of the vessel were of so grave a nature that we determined to make full inquiries into the matter before publishing any details of the accident. We are happy to say that from the information placed at our disposal we are convinced that these charges are unfounded. The statement made by the passangers of the Glenshiel is the only authority. for those accusations but it must be borne in mind that amongst those passengers not a single professional person is included and that neither Captain Donaldson nor any of the officers of the Glaushiel have in any way countenanced the charges laid against the officers and crew of the Menzaleh.

> Blanc and his crew, the Courier says Various accounts were current in the settlement during yesterday, as to the behaviour of danger, the former being rather harably vessel, which floated for thirty aix hours after the accident, and the latter-his crew -for partly refusing to go back to the vessel, and working the pumps. But as we already remarked, in the absence of any statement from Captain Blanc and his officers, it would be unfair to comment on the accident. However, if Captain Blanc along with the orew, it was probably due to an error in judgment, accommed for by the rapidity with which the Mesculch, for the first hour or so, was settling down. On the other hand, it is questionable whether the crew can be blamed for being rather backward in returning that night to the ainking vessel, as they are said to have been, when one considers that Captain manaldeon, of the Glenshiel, did even not ve set ju tow, learing she might go down any mement. As matters stand, it is most

Respecting the behaviour of Captain

States have given as sleeping cars and eat-

ing-cars on railroads, lifts in hotels, wood

pavement in the streets. Perhaps, after

all, the bachelors' buttons shops are the

greatest benefit of all, provided that they

in which case, of course, they will be speedi-

ly transplanted to our shores. new system be conceived by the mind of the volatile bachelor? Walking down Broadway, if he is in America, or in one of our great arteries of Metropolitan traffic, supposing him to be an Englishman, the bachelor feels suddenly that something has the fever. happened to him. It is at first only a vague sense of discomfort, which he has a difficulty in tracing to its source; but after a few steps more of hesitating progression he becomes painfully certain that the button at the back of his shirt-collar has come off. There is literally no remedy, as things at present are, for a catastrophe of this kind. It is one of the ills which 'neither kings -nor laws can cause or cure,' and which casts a gloom over the very strongest mind which is subjected to it. Obviously it is impossible to hunt about on the pavement for the dropped button, or to pursue the missing link into the gutter. If a gentleman stepped into a linendraper's shop and asked one of the young ladies behind the counter to be so obliging as to sew a button on to the band of his collar, the odds are that the Seigol's Operating Pills, these disfair damsels would think they were being ridiculed. The discomfort has to be patiently borne with, and nobody who has bealth will result. not experienced it can imagine how disconcerting it is. A general break up of the whole vestimental system seems on the point of taking place. At the very least, the shirt 'rucks up, the collar takes to sawing the top of the spine and the personal appearance of the victim of the outrage is irretrievably ruined for the time being. The only possible palliative is to flee homewards, and repair the damage; but unfortunately the bachelor has no home to go to, or at least no home where shirt buttons can be readily sewn on. It taste common to most pills is obviated. is idle to call up a landlady from her domestic duties to attend to such a matter, or to request cook to eave her sauce pans | FOR SALE BY ALL CHEMISTS, DRUG for a moment and come to the rescue. The landlady would not condescend to the task, and cook's hands would be greasy; moreover, there is a sense of dignity about the average bachelor which prevents his petitioning feminine assistance to which he can lay no claim of right. What is the result? We tromble as we think that the wrotched being has to sit down, divest himself of his clothing, and either with the utmost difficulty accomplish the herculcan task of replacing the button, or put on a fresh shirt, which is very likely to play him precisely the same trick in an hour or so. Bachelors do not like plying needle and thread. They are not used to it, and they do it very badly. The American system, to which we have called attention, wil spare them all necessity for trying any such experiments. They can walk into the first Bachelors' Rest,' or 'Refuge for the Buttonless' or by whatever other name the new establishment is to be known, and have their modest wants promptly attended to by competent maidenly fingers. In course at the Peak are published for general inof time developments will doubtless take formation. place, and gentlemen who have come out

There can be no two opinions as to the convenience which would attend the establish- SIGNAL STATION, VICTORIA PEAK, HONGKONG. ment of sheps of this description; but it might fairly be argued that they were contrary to public policy. There is happily no | Mest Head when any vessel is being need in England of any State encourage- signalled. ment to matrimony; nevertheless the law | 2. The Commercial Code of Signals for books coldy on anything which would serve all Nations will be used at the Station. as a positive deterrent to marriage. If | 3. All Signals made by vessels in the bachelors could have their socks darned and Offing will be repeated. their buttons attached by stepping inside a 4. When Signalling to Men-of-War in shopdoor, one of the great inducements to the Harbour or in the Offing, a White Enwedlock would be instantly removed. sign will be hoisted at the Flagstaff, and at This is a serious result to contemplate. the Mast Head of the Man-of-War. Bachelerhood now is compassionated as 5. When a Steamer, or the smoke of a Hongkong and Shanghai Bank Corp. 60,000 6 wretched and lonely; but clubs have taken | Steamer, is sighted, the Compass Bearing most of the misery attaching to the con- Mast Head, will be hoisted. If, when the North-China Insurance Co., Ld..... 5,000 £ 200 £ 50 Tls. 100,000 Tls. 496,132.00 Tls. 23.65 for ris. 265, seller dition would also be substracted if there dition would also be substracted if there vessel is made out, she is not a Mail Steamwere feminine hands always ready to ply or, the Vessel's Distinguishing Flag will be the needle in the way which has hitherto substituted for the Compass Signal, and it been considered the prerogative of wives. will be kept flying until the Ship anchors. If would certainly not do to establish shops | The Distance Signal will be kept up fifteen of a character to harden the hearts of minutes after the Steamer is made out. bachelors, and make them think that un- 6. If the Steamer is a regular Mail connubial existence was, after all, quite Steamer a Gun will be fired, and a Ball over bearable. On the other hand, the but- the English, French, or American Ensign, ton trade might be expected to re- with the Distance off at that time, will be ceive an immense impetus consequent shown at the Mast Head. The Compass on the general adoption of the new prin- Signal and Symbol will be hauled down. ciple. All that is required is that the attendants at the button shops should be the vessel anchors. The Distance Signal chosen for their obliging dispositions and will be kept flying for half-an-hour, and Douglas Steamship Co., Limited personal charms, and bachelors would rush | changed at each successive half hour to show | indo-Coma S. N. Company, Limited 18, 387 £ in thousands to have their garments mend- the Distance off at those times. When the ed, whether they actually wanted repairing vessel is between Green Island and the China and Manila S. S. Co., Ld. 3,500 3 or not. Nest-handed Phyllises sewing on North Point of Hongkong the Distance buttons to the collars and cuffs of gentle- Signal will be hauled down. If the Mail , men customers would prove an irresistible Steamer is not in the Harbour when it is H'kong & Whampos Dock Co., Ld. 12,500 \$ attraction. Bachelors would tear off their too dark to distinguish flags, a red light will. buttons on purpose and scatter them to the be exhibited at the West Yard Arm, or a winds. No sooner were they out of one green light at the East Yard Arm until she shop than they would be into another. Then, when other oxcuses failed, a sock would be sure to spring a leak, or mud The approach of other Steamers from Macao would require to be brushed off, or in some or Canton will be made known by showing other way the services of these useful esta- the National, or House Flag and Symbol blishments would be requisitioned. If it at Yard Arm. be urged that the new system might apply 8. If a Flag showing that an Officer to women as well as men, and that ladies high rank is on board an incoming vessel, a also could have shops to which to fly in similar Flag will be shown above the Ball order to repair personal damage, the reply or the Flag alone will be hoisted at the is that ladies are naturally gifted in the Mast Head. matter of mending and hardly require outside assistance. It is the male sex which is ing Vessels will be notified by their proper reduced to the most utter helplessness when Symbols and National Colours, or House a thread anapa at the wrong place and the wrong time; consequently it is for that sex alone, and especially for the more unprotected portion of it, that the inventor of the new American system astutely proposes

without handkerchiefs, have forgotten their

umbrellas, or wish to inspect their back

hair in decent seclusion, will find all their

roquirements met.

Mone work for the Government printers -The Jubiles Review.

FOR CONSTIPATION, SLUGGISH LIVER, &c.,

TINLIKE many kinds of cathartic medicines, do not make you feel worse before you feel better. Their operation is gentle, but thorough, and unattended with disagreeable effects, such as nausea, griping pains, &c.

Seigel's Operating Pills are the discovered. They cleanso the bowels from all irritating substances, and leave them in a healthy condition.

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These Pills prevent fevers and all kinds of sickness, by removing all poisonous matter from the bowels. ever get into working order in New York, out any pain.

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A coated tongue, with a brackish taste, is caused by foul matter in the stomach. A few doses of Seigel's Operating Pills will cleanse the stomach, remove the bad taste, and restore the appetite, and with it bring good health.

Oftentimes disease, or partially, decayed food, causes sickness, nausea and diarrhosa. If the bowels are cleansed this impurity with a dose of agreeable effects will vanish, and good

Seigel's Operating Pills prevent ill-effects from excess in eating or drinking. A good dose at bedtime renders a person fit for business in the

These Pills, being Sugar-coated, are pleasant to take. The disagreeable

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Government Notification. No. 56. HARBOUR DEPARTMENT.

The following Rules regarding signalling

By Command, FREDERICK STEWART. Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 17th February, 1883.

1823 Feet above Sea Level. 1. The Union Jack will be hoisted at the

Ohma Sugar Company, Limited...... 15,000 5 7. River Steamers will not be signalled. Hongkong Bakery Company, Ld. ...

9. The approach of Men-of-War and Sail- A. S. Watson & Co., Limited...... 3,800 g ing Vessels will be notified by their proper HK. High-Level Tramways Co., Ld. 1,250 g Flags, at the Quarter of the Yard, or at the Yard Arm. Note.-The Distances of vessels will be estimated from the Peak, and will be made

by means of the Numerals which are attached to the letters in the table of Flags. H. G. THOMSETT, B.N., . Harbour Master, de.

Mails.

SEIGEL'S Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,

THE OVERLAND RAILWAYS, ATLANTIC & OTHER CONNECTING STEAMERS.

CITHE Steamship SAN PABLO will be 1 despatched for San Francisco, vin Yokohama, on THURSDAY, the 2nd Proximo, at 3 p.m. Connection being made at Yokohama, with Steamers from Shanghai and Japan

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing. RETURN PASSAGES.—Passengers,

Francisco for China or Japan (or vice versa) Steamship SACHSEN, Captain TAEGER, PACIFIC COAST STEAMSHIP COMPANY. within six months, will be allowed a discount | with MAILS, PASSENGERS, SPECIE, within one year, an allowance of 10 % will calling at GENOA. will be issued at a Discount of 25 % from until 4 p.m., Specie and Parcels until 3 adapted for Summer travelling. Return Fare. These allowances do not apply p.m. on the 8th June. (Parcels are Consular Invoices for Goods to United They operate briskly, yet mildly, with- to through fares from China and Japan to not to be sent on board; they must be States points should be made out in quad-

destined to ports beyond San Francisco. and carries a Doctor and Stewardess. should be sent to the Company's Offices. Could anything more delightful than this | threatened with a fever, with pains in addressed to the Collector of Customs, San

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50a, Queen's Road Central. C. D. HARMAN,

Hongkong, May 14, 1887.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP

COMPANY. THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUGHING

AT YOKOHAMA, AND SAN FRANCISCO. THE U. S. Mail Steamship CITY OF SYDNEY will be despatched for San Francisco, via Yokohama, on SATURDAY, the 11th June, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and

Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and Through Passage Tickets granted England, France, and Germany by all ROSETTA, Captain BRADY, with Her trans-Atlantic lines of Steamers. RETURN PASSAGES. -- Passengers,

have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) | THURSDAY, 2nd June, at 4 p.m. within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking | 10 a.m. on the day of sailing. within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year. Return Fare. These allowances do not apply PENINSULAR & ORIENTAL STEAM NAVIGAto through fares from China and Japan to TION COMPANY'S Office, Hongkong.

5 p.m., same day; all Parcel Packages pany's Black Bills of Lading. should be marked to address in full; value Consular Invoices to accompany Cargo pany's Office. destined to ports beyond San Francisco

should be sent to the Company's Offices in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central. C. D. HARMAN.

Agent. Hongkong, May 25, 1887.

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ASPECTS, ERNEST J. EITEL, Pn.D., Tubing. THIRD EDITION REVISED, WITH ADDITIONS.

\$1.50. LANE, CRAWFORD & Co. Hongkong, August 20, 1884.

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THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B .- Cargo can be taken on through Bill

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Consular Invoices to accompany Cargo | Value of Packages are required. The Steamer has splendid Accommodation | B.C., and sent to us.

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> Hongkong, May 14, 1887.



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TILL PENINSULAR AND ORIENTAL STEAM (1887, at Noon, the Company's NAVIGATION COMPANY'S Stoam-ship S.S. OCEANIEN, Commandant Didier, Majesty's Mails, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on Cargo will be received on board until

Parcels and Specie (Gold) at the Office until Noon on the day of sailing. For further Particulars regarding will be issued at a Discount of 25 % from FREIGHT and PASSAGE, apply to the

The Contents and Value of Packages are Freight will be received on board until 4 required to be declared prior to shipment. p.m. the day previous to sailing. Parcel Shippers are particularly requested J. WHITE, LIMITED, p.m. the day previous to salling. Farcel note the terms and conditions of the Com-Passengers desirous of insuring their bag-

gage can do so on application at the Com-This Steamer calls at MARSEILLES. E. L. WOODIN. Acting Superintendent.

Hongkong, May 21, 1887.

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RECENT LIEEL CASE of REGINA V. PITMAN, I) UDDHISM: ITS HISTORICAL, containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press. To which is now added a Report of the Case of

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Paid- Position PER LAST REPORT. Last Dividend

Bulancec.f'ward

25,313:43 at 30/ for $\frac{1}{2}$ year working a/c to Dec. 31/86 136 % prem.

3,059.767 % for 1886 Tls. 109

494,405.00 10 % for 1885 \$721, buyers

187,524.15 20 % # annum \$67

328,567.46 \$27.60 for '85 \$390 .

243,738.44 \$ 6 for 1885 | 80

7,713,40

75,832.62

314,012,96 \$61 p. sh. /85 \$80 per share, buyers

125,771.29 8 % for 1886 | \$230 per share, sellers

\$20, nominal

\$19. sellera

40 discount

\$8, June

12 % prem.

% prem.

5 % prem.

prem.

2,730.09 13 % for 1886 55 % prom., buyers

840 % prem., nominal

\$15 per share, numinal

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4,387.5.9 7 % for 1885 10 % dis., sellers

4,260,1216 % for 1886 77, cash, 80, Sept.

1,321.41 S6 half year \$210

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Payable.

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514.581 · % for 1836 \$110

12 % for 1856 :48

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CANADIAN PACIFIC LINE. TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE

THE CANADIAN PACIFIC RAILWA AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

UNITED STATES, AND EUROPE,

3,167 Tons Register, O. BROUGH, Commander, will be despatched for VAN-COUVER, B.C., vid KOBE and YOKO-HAMA, on SATURDAY, the 4th June, and Social Manners and Customs, etc., etc.,

on the 25th June. These steamers, formerly in the CUNARD Service, lately received New Engines and Boilers, and can maintain a speed at sea of | writers. It was thought that by extending from 13 to 14 knots.

with Steamers from Shanghai and Japan useful. Ports, and at Voncouver with San Franhave paid full fare, re-embarking at San U 1887, at 4 p.m., the Company's cisco by the regular Steamers of the attention, and endeavours are made to The attention of through passengers is Literature on China etc., and to give of 20 % from Return Fare; if re-embarking and CARGO, will leave this port as above, drawn to the fact of the Canadian Pacific critiques embodying sketches of the Most Railway being the best built and most recent works on such topics. Authors and within one year, an allowed Re-Paid Re-Shipping Orders will be granted till splendidly equipped line over constructed Publishers are requested to forward works turn Passage Orders, available for one year, Noon, Cargo will be received on board on the American Continent, and specially to Editor, China Review, care of China

> ruplicate, and addressed to Mr. D. E. Brown, District Freight Agent, Vancouver, Freight will be received on board until 4 p.m. on the 3rd June.

All Parcels must be sent to our Office and should be marked to address in full and the same will be received by us until 916 5 p.m. the day previous to sailing. ADAMSON, BELL & Co.,

Hongkong, May 18, 1887.

NOTICE.

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STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS,

MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

N THURSDAY, the 9th of June. with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places. Cargo and Specie will be registered for

London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted until

Oargo will be received on board until .m., Specie and Parcels until 3 p.m. on the 8th June, 1887. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are re-For further particulars, apply at the

Company's Office. G. DE CHAMPEAUX, Hongkong, May 27, 1887.

'NOW READY. THE REVENUE OF CHINA.

SERIES OF ARTICLES, Reprinted from 'The China Mail.' WITH AN APPENDIX.

and may be had at the OFFICE OF THIS PAPER. Messis. Lane, Crawford & Co.'s, Meser& Kelly & Walsh's. And Mr. W. BREWER'S. Price. - - - 50 Cents.

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TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of Notes and Queries on China and Japan, has reached its Fourteenth Volume. The Review discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connested with China or Japan is desirous of acquiring trustworthy information. It in-THE British Steamship PARTHIA, cludes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Interature, Mythology, Natural History, Antiquities, of China, Japan, Mongolia, Tibet, and the To be followed by S.S. BATAVIA, For East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known the scope of the Review in this direction, Connection will be made at Yokchama | the Magazine would be made more generally

> The Roview department receives special present a careful and concise record of

> . The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowliedge on obscure points. The Correspondents' column also affords farther and greater facilities for the interchange of views and discussion of various

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the For information as to Passage or Freight, | members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers. Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs Balfour, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor,-all well-known names, indicative of sound scholarship and thorough

> The Subscription is fixed at \$6.50 per annum, postage included - payable in ad-Orders for binding volumes will be promptly attended to; Address, Manager, China Mail Office.

mastery of their subject.

OPINIONS OF THE PRESS. 'All our learned societies should subscribe to this scholarly and enterprising Renew.'-Northern Christian Advocate (U.S.) The China Review * * * * has an excellent table of contents. - Celestial Empire. · The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers.'-Celestial Empire.

This number contains several articles of interest and value.' -North-China Herald. The China Review for September-October fully maintains the high standard of excellence which characterises that publitation, and altogether forms a very interesting and readable number. Meeorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation Alpha chapter 1886. of Formosa," by Mr. Geo. Phillips, contains Architect. some interesting information, although Argus. much of it is second-hand. The Notices of Annuaire -Bulletin de la Societé Protective del' New Books include a most generous and approciative review of "The Divine Classic of Nan-Rua," and the Notes and Queries

are as usual very interesting. - North-China Daily News. 'A substantial and reliable Review which all students of China and the Chinese would do well to patronise.'-Chrysanthemum. 'The November-December number of the China Review contains less variety than Daily Chronicle. usual, but the few articles are very interes- Diary No. 8 (Lett's 1887) 3 Bks. ting. The opening paper by Mr Herbert Durch Sibirien.

A. Giles on "The New Testament in Chi- El Imparcial. THIS PAMPHLET is Now Ready, nese" treats of a question that must neces- El Liberal. sarily be of great importance in the eyes | El Sigle Future. of all missionaries. . . Mr E. H. Fanfulla Domenica. Parker's "Short Journeys in Szechuen" Field. are continued, and a goodly instalment of Frauc-Parlsur. these travels in the interior of China is Gil Blas. given. Mr F. H. Balfour contributes a paper of some length entitled "The Em- R Buon Pastore. peror Cheng, founder of the Chinese Em- 11 Pungelo. pire," which will be read with genuine II Popolo Romano. interest by students of Chinese history. Illustr. Familie Journal. A few short notices of New Books and a Jess. number of Notes and Queries, one of which Jornal das Colonias. "On Chinese Oaths in Western Borneo Journal de St. Petersbourg. and Java" might appropriately have been I La Croix. placed under a separate heading, complete La Federation Horlogère.

the number. - H.K. Daily Press.

following notice of the China Review:-The present publication, judging by the Le Sport.

In Figure.

In Progres du Nord. occupy a position, as regards China and the Leeds Mercary. neighbouring countries, some what similar L'Univers. to that which has been filled in India by the L'Echo d'Oran. Calcutta Review. The great degree of at- Life of Faith. tention that has been bestowed of late years Millennial Star. upon the investigation of Chinese literature, Missionary Record. antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of pub-licity as is now provided extremely desirable : and contributions of much interest Pembrita Betawi. may fairly be looked or from the members | People's Journal. of the foreign consular services, the Chinese Presbyterian Monthly & Messenger. Customs' corps, and the missionary body, Revue Militaire Suisse. among whom a high degree of Chinese | Sample of Dextrine Blanche. scholarship is now assiduously cultivated, Do. of Glucose. and who are severally represented in the first | Samples of Cartridges. number of the Review by papers highly Spirit of Lefferson. creditable to their respective authors . . . Sydney Mail. Some translations from Chinese novels and Times, plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tang-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace; Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that 'Notes! and 'Queries! are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary real to that which was displayed during the lifetime of its predeceasor in the field, and that the China Review may receive the support necessary to beure te mut ntiance.

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British Weekly.

Lady's Pictorial.

Trubner's Oriental Record contains the Lancet. Le Petit Provençal. New Publications.

New Zealand Public Opinion. 0 Commercio do Minho.

What is Moktl?

SUN AND TIDE TABLE FOR HONGKONO. (From The Hongkong Almanack.) MAY-JUNE.

	Нісн	WATER.	Sur.				
u of	Horn.	Aft.	Isises.	Sets.			
	St. Bf.	н. м.	и. м.	H. M.			
29	2.58	0.53	5,16	6.37			
30	4.6	2.10	5.16	6.38			
31	ŏ.6	3.56	5.16	6.38			
1	5.58	5.35	5.16	6.88			
2	5.49	4.81	5.28	6.26			
9	7.14	8.4	5.16	6.39			

wina later than at Hongkong; at the Barrier: 3 hrs. 15 mins.; at the Salt. Flats: 3 hrs. 30 mins; at Shameen: 3 hrs. 45 mins. Moon. -- New Moon, 23d, 6h. 42m. morn-

ABHigh water at Whampon t 2 hrs. 30

Copies may be had at the China Mail Printed and published by Gao. MURRAY Barn, at the China Mad Office, No. 2, Wyndham Street, Hongkong.